

# Cambridgeshire & Peterborough Joint Structure Plan Review

Deposit Draft Plan 2002

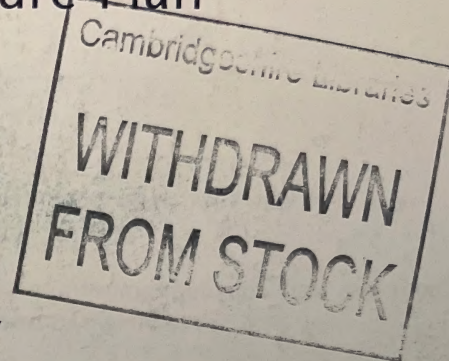
*Planning for success*



**PETERBOROUGH**  
  
CITY COUNCIL

 **Cambridgeshire**  
County Council

# Cambridgeshire & Peterborough Structure Plan (Deposit Draft) March 2002



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# Introduction

## The Challenge Ahead

- 1 This new Structure Plan is proposed at a time of major growth in the economy and housing needs of the Cambridgeshire and Peterborough area. Growth is the result of success which has to be nurtured and sustained. Whilst development puts pressure on the environment and on local infrastructure, it also brings opportunities for better jobs, homes, transport and landscapes.
- 2 The Structure Plan is intended to improve the quality of life of everyone who lives, works and spends time in Cambridgeshire and Peterborough.

## Working together

- 3 As this document will affect everyone in some way, it is important that all parts of the community have an opportunity to help shape its contents. It is our shared vision for the future.
- 4 At the beginning of the review of the Structure Plan, an extensive consultation was held with local people to discuss the issues and options affecting the area. These views are incorporated as far as possible within this Plan.

- 5 The Structure Plan is just one of a number of documents and plans, prepared by various organisations and bodies, which affect the area. Every effort has been made to involve partner organisations. We see the principles of partnership working and community involvement becoming increasingly important as this Plan is implemented, for example through the preparation of Community Strategies.
- 6 Cambridgeshire County Council and Peterborough City Council have worked extensively with the District Councils, to ensure that as far as possible joint agreement has been reached on this draft Structure Plan. The principles and policies of the Structure Plan will be carried forward into Local Plans.

## What is the Structure Plan?

- 7 The Structure Plan is a statutory document required to establish the broad requirements for new homes, industry, shops and supporting services and infrastructure. The Structure Plan itself does not show specific sites for development, but can indicate general strategic locations. Detailed Local Plans will be prepared by District Councils and Peterborough Unitary Authority in accordance with the principles and policies of the Structure Plan. Planning applications for individual developments will be considered in relation to Structure Plan and Local Plan policies.
- 8 The Structure Plan therefore provides the strategic policy framework for planning and development that will take place locally. It ensures that the provision for development is realistic and consistent with national and regional policy and secures consistency between local plans for neighbouring areas.

## The current Structure Plan

- 9 Cambridgeshire County Council and Peterborough City Council are required under the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991 to prepare and keep up to date a Structure Plan for the area. The current Plan was adopted by Cambridgeshire County Council in December 1995. This Plan is proposed as its replacement.

## The need for a replacement

- 10 There have been a number of key changes since the 1995 Structure Plan was adopted:
  - the success of the high tech and business economy, especially around Cambridge;
  - continued population growth and new household formation;
  - pressure on transport and other infrastructure such as schools, health services etc;
  - the need for affordable homes in areas of economic pressure;
  - the need to enhance the opportunity for economic regeneration, especially in Peterborough and the market towns of North Cambridgeshire;
  - new national and regional planning guidance, with implications for housing, town centres and retailing, transport, flood risk, urban regeneration and rural prosperity;
  - the need to incorporate improved understanding of the principles of sustainable development;
  - the need for more flexibility in the planning framework and the ability to adapt to change.

11 The end of the current Structure Plan period is 2006. This Plan will roll forward the time period to 2016.

12 An important feature of the new Structure Plan is that it is being prepared jointly by Cambridgeshire County Council and Peterborough City Council. Peterborough became an independent Unitary authority in 1998, however, both authorities have a joint responsibility to maintain the Structure Plan.

### The Regional Context

13 Regional Planning Guidance for East Anglia (RPG6) was published in November 2000. The guidance provided specific requirements for development in Cambridgeshire with a time horizon of 2016.

14 The Guidance covers the three counties of Cambridgeshire, Norfolk and Suffolk, and Peterborough as a unitary authority. The Guidance gives a clear spatial strategy for new housing, employment and transport infrastructure at the regional level. A sequential approach for identifying new housing locations is set out, and it also identifies the number of new dwellings that must be accommodated in the Structure Plan area each year. The importance of Cambridge as a world leader in higher education, research and knowledge-based industries and the need to maintain and enhance this position is also emphasised.

15 RPG 6 recognises the particular strategic challenges facing the Cambridge Sub Region, an area which encompasses Cambridge and the ring of market towns within 15 miles or so (See Fig 9.1).

16 RPG 6 provides the outline for the spatial development strategy for the Cambridge Sub-Region. It directed that a study of development options for the Cambridge Sub-Region should be undertaken, complemented by a further study of how the development will be implemented. The requirements for the Cambridge Sub-Region are therefore given specific attention in this Plan.

17 It is equally important that Peterborough and North Cambridgeshire (the areas outside the Cambridge Sub-Region) are fully considered (See Figure 10.1), including the role of Peterborough within the Eastern England region and economic regeneration of the market towns. These issues are also addressed specifically within the Plan.

18 In April 2001 the area covered by RPG 6 and part of the South-East Region covered by RPG 9 were combined to form a new region: East of England. New Regional Planning Guidance (RPG14) will be required for the the East of England, but is not yet sufficiently advanced to affect this Structure Plan.

## Local studies

- 19 The following studies have been particularly significant in informing the preparation of the policies of the Structure Plan;
- **Cambridge Sub-Region Study**  
Following the requirements of RPG6, this study was undertaken by independent consultants and published in September 2001. It included a fundamental review of the Green Belt, validation of the urban capacity of Cambridge and investigated the potential and feasibility of developing a new settlement between Cambridge and the surrounding ring of market towns. It also assessed options for accommodating development in locations with good public transport links to Cambridge, including market towns, larger villages and previously established new settlements.
  - **Cambridge Sub-Region Implementation Study**  
This examined the future provision of transport, health and education facilities needed as a result of the forecast growth and development of the region.

Infrastructure totalling £2 billion is anticipated to be needed to keep pace with the amount of development. Measures are identified to:

- a) Speed up the planning process
- b) Include more location-specific proposals in the Structure Plan
- c) Secure funding from appropriate sources
- d) Establish a stakeholder partnership for programming and implementation

It is accepted that to implement such scale of development within the prescribed timescale requires action that is beyond the normal scope and planning role of local councils. The study recommends that a Stakeholder Partnership be established to bring together funding sources and land holdings. It will be a public private sector partnership that involves local authorities, local employers, developers and utility companies who will contribute to funding along with other regional and national interests. The partnership will provide confidence that the agreed spatial strategy will translate into implementation according to agreed timescales.

- **Cambridge to Huntingdon Multi Modal Study (CHUMMS)**

This study is one of a series of national studies focussing on key problem areas. It examined the transport problems in the corridor and has made recommendations to the East of England Regional Planning Body for integrated multi-modal transport improvements.

### Timetable for further stages in preparation of the Structure Plan

2002 (March-April)	Deposit Draft consultation
2002 (Autumn)	Examination in Public (EiP)
2003 (Spring)	EiP Panel Report
2003 (Summer)	Proposed modifications
2003 (Autumn)	Adoption of Plan by Cambridgeshire County Council and Peterborough City Council

## Forecasts

The forecasts underlying the Structure Plan are given in Tables A – C. The forecasts for population, dwellings and employment cover the period 1999 to 2016. When the 2001 Census figures become available the forecasts will be re-based to 2001. Retail forecasts cover the period 2001 to 2011.

## Population

In line with Regional Planning Guidance and in response to continued job growth, the rate of population growth for the Structure Plan Area (Table A) is anticipated to rise from 0.6% per annum seen throughout the 1990s, to 0.9% per annum between 1999 and 2016. A higher level of in-migration will largely account for this increased level of growth.

In relation to each District and Peterborough, assumptions have been made reflecting local circumstances and the proposed development strategy affecting the appropriate scale of house building. All Districts apart from Huntingdonshire are expected to accommodate at least the level of growth associated with natural change as well as a margin of varying significance for continued in-migration.

Table A: Changes in population between 1991 and 1999 and forecast population for 2016

Area	Total Population			Annual Change (%)		Total Change	
	1991	1999	2016	1991-1999	1999-2016	1991-1999	1999-2016
Cambridge City	106,000	110,400	131,500	0.5	1.0	4,400	21,100
East Cambridgeshire	61,200	67,900	79,300	1.3	0.9	6,700	11,400
Fenland	75,500	81,900	92,800	1.0	0.7	6,400	10,900
Huntingdonshire	146,500	157,200	166,000	0.9	0.3	10,700	8,800
South Cambridgeshire	122,500	129,900	172,600	0.7	1.7	7,400	42,700
Cambridgeshire	511,700	547,300	642,200	0.8	0.9	35,600	94,900
Peterborough	157,000	154,700	181,800	-0.2	1.0	-2,300	27,100
Cambridge Sub-Region	384,000	409,600	494,500	0.8	1.1	25,600	84,900
Peterborough and North Cambridgeshire	284,700	292,400	329,500	0.3	0.7	7,700	37,100
Cambridgeshire and Peterborough	668,700	702,000	824,000	0.6	0.9	33,300	122,000

Source: Research Group, Cambridgeshire County Council

## Housing

Forecast change to dwelling stock (Table B) reflects the policy totals for housing in each District (Policy P5/1). They are net figures, taking into account possible losses through demolitions and change of use. The Policy totals reflect Regional Planning Guidance and subsequent assessments including the Cambridge Sub-Region Study. The assessments have taken into account preliminary forecasts of

population and households, employment prospects and planning commitments. Policy judgements were applied to give the figures set out in the policy. Housing growth is expected to be at a faster annual rate of change than experienced in the 1990s and with greater concentration in the Cambridge Sub-Region.

Table B: Changes in number of dwellings between 1991 and 1999 and forecast numbers of dwellings for 2016

Area	Total Dwellings			Annual Change (%)		Total Change	
	1991	1999	2016	1991-1999	1999-2016	1991-1999	1999-2016
Cambridge City	41,200	44,100	56,600	0.9	1.5	2,900	12,500
East Cambridgeshire	25,600	29,700	37,000	1.9	1.3	4,100	7,300
Fenland	32,200	36,900	45,000	1.7	1.2	4,700	8,100
Huntingdonshire	58,000	65,200	74,700	1.5	0.8	7,200	9,500
South Cambridgeshire	48,300	52,800	72,800	1.1	1.9	4,500	20,000
Cambridgeshire	205,300	228,700	286,100	1.4	1.3	23,400	57,400
Peterborough	64,400	68,600	81,400	0.8	1.0	4,200	12,800
Cambridge Sub-Region	152,700	169,500	217,000	1.3	1.5	16,800	47,500
Peterborough and North Cambridgeshire	117,000	127,800	150,500	1.1	1.0	10,800	22,700
Cambridgeshire and Peterborough	269,700	297,300	367,500	1.2	1.3	27,600	70,200

Source: Research Group, Cambridgeshire County Council

## Employment

Overall job growth in the Structure Plan Area (Table C) is forecast to be 65,000 between 1999 and 2016, of which just under 51,500 is within the Cambridge Sub-Region and 14,500 in Peterborough and north Cambridgeshire. In the Cambridge Sub-Region job growth is forecast to be 0.9% per annum compared with a rate of 1.3% per annum in Cambridge City and South Cambridgeshire for the period 1991 to 1999. This implies a reduction in the rate of job growth in the Cambridge Sub-Region for the Structure Plan period, although it is still expected to be over 1% per annum. Nevertheless, the projections suggest that

Cambridge and South Cambridgeshire will be particularly buoyant whilst more positive encouragement will be needed to ensure that Peterborough and the market towns also prosper.

## Retail floorspace

### Convenience goods

In terms of convenience goods, the forecast need for the provision of new floorspace is negligible. This is due in most cases to the large scale investment in convenience goods stores that has taken place in recent years. However, there will probably be a need for some further convenience goods floorspace in Peterborough by 2011.

### Comparison goods

Towards the end of the Plan period there will be some additional demand for comparison shopping in many areas, although this may not need additional floorspace in all cases. For example, longer opening hours and new methods of retailing could absorb much of the additional demand. Much of the demand in the Cambridge area will be catered for by proposed developments at the Grand Arcade and in the Grafton Centre.

In Peterborough however, there is likely to be a need for additional floorspace once Serpentine Green (Hampton) has achieved its potential pattern of trade.

Table C: Employment in Cambridgeshire and Peterborough, 1991-2016

Area	Total Employment (000s)			Annual Change (%)		Total Change (000s)	
	1991	1999	2016	1991-1999	1999-2016	1991-1999	1999-2016
Cambridge City & South Cambridgeshire	137.56	153.75	191.93	1.4	1.3	16.9	38.18
East Cambridgeshire	17.37	22.66	25.35	3.4	0.7	5.29	2.69
Fenland	29.39	31.91	34.15	1.0	0.4	2.52	2.24
Huntingdonshire	59.62	72.7	81.91	2.5	0.7	13.08	9.21
Peterborough	90.71	96.03	109.03	0.7	0.7	5.32	13.0
Cambridge Sub-Region	N/a	242.51	293.27	N/a	1.1	N/a	50.76
Peterborough and North Cambridgeshire	N/a	134.54	149.10	N/a	0.6	N/a	14.56
Cambridgeshire and Peterborough	334.65	377.05	442.37	1.5	0.9	42.4	65.32

Source: Cambridge Econometrics, Research Group, Cambridgeshire County Council

## *Planning for success* • **chapter one**

- Sustainable design in built development
  - Plan, Monitor and Manage
  - Environmental restrictions



**Providing for today and for the future**

## Chapter one

### In this chapter of the Plan you will find policies on:-

- the overall approach to development
- environmental restrictions on development
- sustainable design in built development
- plan, monitor and manage

## *Providing for today and for the future*

### Introduction

- 1.1 This chapter sets out how the Structure Plan aims to secure greater sustainability for the longer term, through integrating environmental, social and economic objectives whilst providing for significant development requirements. The success of this depends on increased partnership working between Local Planning Authorities, other agencies, local communities, statutory bodies and the private sector.
- 1.2 Whilst this is a Plan for Cambridgeshire and Peterborough, its policies and proposals do have implications for sustainable development over a much wider area. Decisions taken within the Plan area may, for example, affect regional communications, national competitiveness or have impacts globally on climate change. These wider considerations are reflected in the policies and proposals.
- 1.3 In particular it is recognised that climate change is one of the greatest environmental issues facing the world today. It has potentially far-reaching disruptive effects on society, the economy, human health and the natural environment. Many aspects of strategy included in this Plan are intended to reduce or minimise the contribution which the area makes to global climate change and to adapt to the impacts which climate change will inevitably bring to the area.

### Characteristics of the area

- 1.4 The Structure Plan Area contains two main cities, Cambridge and Peterborough, together with a number of market towns and villages. Cambridge has an important regional role and is of national and international importance as a centre of learning and research, and because of its emergence as a centre of excellence for high technology industries. Peterborough has a major regional role with its sphere of influence spreading into surrounding counties.
- 1.5 Although parts of the Structure Plan Area are experiencing very strong economic growth, economic prosperity is not spread evenly. The south and west of the Plan area is generally developing faster than the north and east. Agriculture continues to shape the character of the rural areas but has decreasing economic significance.
- 1.6 Peterborough has good strategic road and rail networks. However, the development of transport infrastructure throughout the Structure Plan Area has, in general, seriously lagged behind population and economic growth. High growth in car use and movement of freight across and within the area has impacted on the environment

## *Providing for today and for the future*

- 1.7** Past pressures for development have been guided by planning policies intended to prevent undue loss of open land and protect the special character of Cambridge and other settlements. This restraint has, however, contributed to the high rise in house prices, affected access and choice of homes, and for many people increased the need to travel. Investment in social infrastructure has not matched the growth in development adding to levels of social deprivation for those who are excluded from the Cambridge phenomenon. High costs of living, together with poor access to jobs, homes and services, have resulted in a lower quality of life for many people.
- 1.8** The Structure Plan Area contains a diverse range of environments with much that is vital to protect. The Ouse and Nene Washes are of international importance for wildfowl and migratory birds, whilst low lying fenland areas provide unique landscapes. The potential consequences of climate change are of particular significance and although this is the driest part of the country many areas suffer from flooding.

### **Strategic challenges**

- 1.9** These characteristics have shaped the challenges that this Structure Plan seeks to address. These include:
- providing for sustained economic growth above the national average
  - delivering infrastructure that meets the needs of the economy and a growing population
  - ensuring the benefits of strong economic performance are channelled throughout the Plan area
  - achieving a better match between economic development and the level and location of housing provision

- minimising the need to travel and reducing reliance on the car, whilst catering for continued economic growth
- making more efficient use of land through greater use of previously developed land (brownfield) and buildings and by developing at higher densities
- ensuring the environment is adequately protected from the adverse effects of development and that opportunities to improve and enhance local distinctiveness and biodiversity are fully taken
- ensuring that new development is of a high standard of design, makes efficient use of resources, and minimises greenhouse gas emissions so impacts of climate change are addressed.

### **Overall Strategic Aim and Sustainable Development Strategy**

- 1.10** Regional Planning Guidance (RPG6) (November 2000) provides the regional framework for development plans to take forward the vision for East Anglia. Its vision of sustainable development is one where:
- economic opportunities are maintained and improved
  - there is increasing social equity for all areas
  - the environment is protected and enhanced while the distinctiveness of each locality is maintained, and
  - natural resources are conserved.

- 1.11 These objectives are taken forward in this Plan through the overall Strategic Aim and Sustainable Development Strategy, which are set out in Table 1.1.
- 1.12 The overall **Strategic Aim** is intended to help sustain and improve the quality of life for present and future generations. It underlies the Sustainable Development Strategy.
- 1.13 The **Sustainable Development Strategy** gives the overall direction for the Policies of the Plan. The Strategy has been developed in response to the issues and challenges as summarised earlier in this Chapter. It takes into account national Planning Policy Guidance (PPGs) and RPG6. The Strategy should lead to planned and concentrated growth, with housing, jobs, services and facilities in sustainable locations. This will help improve access and benefit the health and quality of life for all sectors of the community. The Strategy falls into four distinct yet inter-related aspects:
- 1 **Scale and Location of Development** – identifies the scale and distribution of development required to meet the needs of Cambridgeshire and Peterborough up to 2016
  - 2 **Economic and Social Development** – establishes the framework for sustained economic growth and more equitable distribution of economic development and social opportunity.
  - 3 **Provision of Infrastructure and Community Facilities** – provides the framework for integration of new development with the investment required for transport, community services and facilities, and other infrastructure.
  - 4 **Performance of Development** – identifies the form of development required to provide for greater sustainability.

Table 1.1: Overall Strategic Aim, Sustainable Development Strategy Objectives and Relevant Policies

Overall Strategic Aim	Policies
To integrate environmental, economic and social progress and minimise consumption of resources by making provision in sustainable locations for planned growth of housing, jobs, services and facilities. The benefits of this provision are to be accessible to all sectors of the community.	P1/1 Approach to development P1/2 Environmental restrictions on development P1/3 Sustainable design in built development P1/4 Plan, monitor and manage P2/1 Employment Strategy P4/1 Tourism, recreation and leisure strategy

Sustainable Development Strategy Objectives	Policies
<b>1 Scale and location of Development</b>	<p>P9/1 Development Strategy – Cambridge Sub-Region  P9/2 Housing Distribution – Cambridge Sub-Region  P9/3 a,b,c Green Belt  P9/4 New Settlement  P9/5 Market Towns – Cambridge Sub-Region  P9/6 Economic regeneration of Chatteris  P9/7 Promotion of clusters  P9/8 Selective management of employment development  P9/9 Infrastructure provision  P9/10 Cambridge Sub-Region Transport Strategy  P9/11 Retail Provision – Cambridge  P10/1 Housing distribution – Peterborough and North Cambridgeshire  P10/2 Economic and social regeneration  P10/3 Market Towns – Peterborough and North Cambridgeshire  P10/4 Peterborough – Economic Growth  P10/5 Peterborough – Hampton  P10/6 Retail Provision – Peterborough  P10/7 Peterborough and North Cambridgeshire Transport Strategy</p>
<p><b>b) Most new homes, employment, facilities and services will be provided</b>  1) within the main cities (Cambridge and Peterborough) in ways which add to the overall quality of these places  2) as expansion of the main cities (Cambridge and Peterborough) including substantial mixed use developments  3) in a new settlement close to Cambridge  4) in the market towns  5) in Rural Centres with a good service base and which meet specific needs</p>	<p>P1/1 Approach to Development  P2/2 General location of Employment  P5/1 Housing Distribution  P7/11 Location of Waste Management Facilities  P9/2 Housing Distribution – Cambridge Sub-Region  P9/4 New Settlement  P9/5 Market Towns – Cambridge Sub-Region  P10/1 Housing distribution – Peterborough and North Cambridgeshire  P10/3 Market Towns – Peterborough and North Cambridgeshire  P10/4 Peterborough – Economic Growth  P10/5 Peterborough – Hampton</p>

## Sustainable Development Strategy Objectives

## Policies

<p>c) The locations at which most new homes, employment, facilities and services will be provided will be ones that</p> <ul style="list-style-type: none"> <li>• minimise the need to travel</li> <li>• can be well served by public transport</li> <li>• optimise the use of rail facilities</li> <li>• make efficient use of energy, resources and infrastructure</li> <li>• contribute to the efficient use of land, with the optimum use of previously developed land</li> <li>• minimise the risk of flooding</li> <li>• enable improved landscapes</li> <li>• are not important for biodiversity</li> </ul>	<p>P1/2 Environmental Restrictions on Development  P2/2 General location of Employment  P2/5 Distribution, Warehousing and Manufacturing  P3/2 Locating uses which attract large numbers of people  P5/2 Re-using previously developed land and buildings  P6/3 Flood Defence  P7/6 Renewable energy generation  P7/8 Minerals supply  P7/9 Location of new sand and gravel workings  P8/1 Sustainable development – links between land use and transport  P8/4 Managing demand for car travel  P8/5 Provision of parking  P8/11 Provision for the movement of freight, lorry parking, reserving land for rail freight interchange</p>
<p>d) The distribution of development will achieve a better strategic balance between the location of homes and jobs</p>	<p>P2/3 Strategic Employment Locations  P5/1 Housing Distribution  P9/2 Housing Distribution – Cambridge Sub-Region  P10/1 Housing Distribution – Peterborough and North Cambridgeshire  P10/2 Economic and Social Regeneration</p>
<p>e) The expansion of main shopping and commercial services will take place in the centres of Cambridge, Peterborough, the Market Towns and as part of the planned provision of a new settlement</p>	<p>P3/1 Vitality and Attractiveness of Centres  P9/4 New Settlement  P9/11 Retail Provision – Cambridge  P10/6 Retail Provision – Peterborough</p>
<p>f) The character and setting of Cambridge will continue to be protected through the maintenance of a Green Belt, following a review of the boundaries of the Green Belt to provide for the long-term expansion of the City.</p>	<p>P9/3a,b,c Green Belt</p>
<p>g) Priority will be given to biodiversity and quiet forms of recreation in certain selected areas of the countryside.</p>	<p>P4/2 Informal recreation in the countryside  P7/3 Countryside Enhancement Areas</p>

Sustainable Development Strategy Objectives	Policies
<b>2 Economic and Social Development</b>	
a) The expansion of high technology and knowledge based clusters in the Cambridge Sub-Region and complementary high technology developments in Peterborough will be supported	P2/1 Employment strategy P2/4 Development and expansion of employment clusters P9/4 New Settlement P9/7 Promotion of Clusters P10/4 Peterborough – Economic Growth
b) Economic regeneration and urban renaissance particularly in Peterborough and North Cambridgeshire will be encouraged	P10/2 Economic and Social Regeneration P10/4 Peterborough – Economic Growth
c) Strategies to revitalise market towns and support local economic regeneration of rural areas, by integrating improvements to their economy, environment, transport and other services will be prepared.	P3/4 Rural Services and Facilities P9/5 Market Towns – Cambridge Sub-Region P10/3 Market Towns – Peterborough and North Cambridgeshire
d) Development which meets local needs and supports the local economy will be favoured	P3/3 Local Facilities and Services in Urban Areas P4/4 Water-based recreation P6/5 Telecommunications P9/6 Economic regeneration of Chatteris
e) Economic diversity will be sought, with particular attention to rural areas and areas of deprivation	P2/6 Rural Economy P10/2 Economic and Social Regeneration
f) Additional housing development will bring forward a high proportion of affordable and key worker homes to meet local needs and support economic development	P5/4 Meeting locally identified housing needs P5/5 Homes in rural areas P9/2 Housing Distribution – Cambridge Sub-Region
<b>3 Provision of Infrastructure and Community Facilities</b>	
a) Investment in new infrastructure and community services will be guided through involvement of central and local government, service providers, the private sector, local communities and other relevant organisations	P6/2 Local and Strategic Partnerships P9/9 Infrastructure Provision
b) New development will be required to facilitate the provision of new and improved infrastructure for sustainable transport and movement, education, health and other community services including the use of developer contributions	P6/1 Development-related provision P8/2 Implementing sustainable transport in new development P8/3 Area Transport Plans P8/6 Improving bus and community transport services P8/7 Improvements to rail services P8/8 Encouraging walking and cycling P8/10 Transport investment priorities

## Sustainable Development Strategy Objectives

### 4 Performance of Development

New development will be required to

- 1) be part of a mixed-use scheme where scale and circumstances make this realistic
- 2) be of good quality design with a distinct sense of place providing for safe walking and cycling, good public transport access and reducing opportunities for crime
- 3) achieve an increase in average densities in order to use land efficiently
- 4) achieve protection and enhancement of biodiversity, heritage, landscape character, townscape, local distinctiveness, air, land and water quality, and improve health
- 5) achieve good resource conservation through a life cycle approach to the use of materials, energy, and water
- 6) avoid creating pollution

## Policies

- P1/3 Sustainable design in built environment
- P4/3 Protection of open space and recreation facilities
- P4/4 Water-based recreation
- P5/3 Density
- P6/4 Drainage
- P7/1 Sites of Natural and Heritage Interest
- P7/2 Biodiversity
- P7/4 Landscape
- P7/5 Urban Fringe
- P7/7 Safe and healthy air, land and water
- P7/11 Location of Waste Management Facilities
- P8/8 Encouraging walking and cycling
- P8/9 Provision of Public Rights of Way

The following policies provide the overarching guidance for all development.

### Policy P1/1 – Approach to Development

The great majority of land for new development will be sought:

- within Cambridge and Peterborough consistent with the role and character of these cities;
- as expansion of Peterborough and as expansion of Cambridge, subject to changes to the Green Belt boundary;
- through the creation of a small town at Longstanton/Oakington close to Cambridge;
- in and adjoining the market towns of Chatteris, Ely, Huntingdon, March, St Ives, St Neots, Wisbech and on a lesser scale Ramsey and Whittlesey.

When identifying sites for development in Local Plans, or when Local Planning Authorities are reviewing commitments or assessing development proposals, the following selection criteria apply at each of the above development locations:

- provision on previously developed land in sustainable locations should be afforded the highest priority;
- provision within existing settlements should be preferred over the use of land outside the settlement;
- on the periphery of the settlement previously developed land should be preferred over the use of land that has not been developed previously;
- in all cases development should be located where good public transport accessibility exists or can be provided.

Local Plans may provide for a limited scale of the overall development provision to take place within identified Rural Centres where it can make a contribution to the specified social and economic needs of those communities or to groups of communities.

**1.14** The policies in this chapter provide the over-arching guidance for all development and should be read in conjunction with the policies in all other chapters. Where appropriate, the policies within individual chapters should also be considered together. Inevitably, many development proposals will give rise to potential conflicts between environmental, social and economic objectives. The key principles to be applied to any proposal, but especially where such conflicts could arise, are that developments should so far as possible:

- Comply with the strategy and policies of this Plan
- Minimise any conflict with any individual component of the Plan by the way that the development is located and will perform
- Compensate for any unavoidable conflict with the Plan through appropriate planning agreements

### **Approach to development**

**1.15** This policy takes forward RPG6 requirements to concentrate development in the main centres, larger towns and in a new settlement, in preference to the smaller towns and villages. Policy P1/1 reflects the sequential approaches set out in RPG6 Policies 4 and 22. This aims to redress the imbalance between jobs and houses. It concentrates development within the built-areas aiming to minimise the need for use of the private car through locating development where good public transport services already exist or where they can be provided. This, together with a preference for development to take place on previously developed land, will help to create more sustainable communities with better access to jobs and services.

**1.16** The market towns that have been selected for growth are those with a population at or approaching 15,000. They serve an important function by providing shops and stores, schools and health centres, and other essential services and facilities for their surrounding communities. Chatteris, is included because it is a town well placed to provide a vital link between the Cambridge Sub-Region and other Fenland towns. Local Plans may define the extent of Market Towns, which can include adjoining settlements. In the Market Towns, the scale and nature of development will vary depending on local circumstances and particular policies elsewhere in the Structure Plan.

**1.17** Rural Centres will generally have a population of at least 3,000 and have good access to a secondary school, contain a primary school, food shops, post office, surgery and have good public transport services. Development in Rural Centres should enhance the viability of the centre and surrounding villages. Rural Centres must be accessible from surrounding rural areas to help improve quality of life in rural areas. The role of Rural Centres will vary across the Plan Area according to local circumstances. Within the Cambridge Sub-Region the availability of good public transport access to Cambridge will be a particularly important consideration in identifying such centres.

**1.18** This policy does not provide for development in non-sustainable locations. However, it is recognised that there may be some instances where small-scale development may help to meet local economic and social needs of smaller settlements. Local Plans will be expected to identify where small-scale employment and affordable housing is required to help support village communities.

### Policy P1/2 – Environmental Restrictions on Development

No new development will be permitted within or which is likely to adversely affect:

- internationally and nationally important nature conservation areas;
- Scheduled Ancient Monuments or other nationally important archaeological sites or their settings;
- functional flood plains or other areas where adequate flood protection cannot be given and/or there is significant risk of increasing flood risk elsewhere;

Development will be restricted:

- in the countryside unless the proposals can be demonstrated to be essential in a particular rural location;
- where there is an unacceptable risk to the quality of ground or surface water;
- where the best and most versatile agricultural land would be significantly affected;
- to prevent sterilisation of workable mineral deposits;
- where there could be damage, destruction or loss to areas that should be retained for their biodiversity, historic, archaeological, architectural, and recreational value;

deterioration has to be avoided in these areas and in the Cam Washes which is proposed as a SPA;

- the designated Special Areas of Conservation (part of the Ouse Washes and the Nene Washes, Woodwalton Fen together with Chippenham Fen and Wicken Fen, the Barnack Hills and Holes, Orton Pit, part of Devil's Dyke and Portholme Meadow) which represent the range, variation, quality and biodiversity of the rarest habitats and species in Europe;
- the nine National Nature Reserves (Barnack Hills and Holes, Castor Hanglands, Chippenham Fen, Collyweston Great Wood, Holme Fen, Monks Wood, Upwood Meadows, Wicken Fen, Woodwalton Fen); and
- the 102 Sites of Special Scientific Interest which are of special interest for their flora, fauna, and geological and landform features and cover only 2.3% of the Structure Plan's land area.

### Environmental restrictions on development

1.19 This policy is needed to give protection to the area's important environmental assets. It gives specific protection to both internationally and nationally important nature conservation sites including:

- the five Ramsar Sites (Chippenham Fen, Ouse Washes, Nene Washes, Wicken Fen and Woodwalton Fen) which are internationally important wetland sites particularly noted as waterfowl and wading bird habitats;
- the two designated Special Protection Areas (Ouse and Nene Washes) which protect the habitats of threatened and migratory species of birds. Significant pollution, disturbance or

1.20 Environmental Assessments will be required for all planning applications which may significantly affect the above sites. Local Planning Authorities will work with English Nature whenever development requiring planning permission is proposed in, or adjacent to a SSSI (consultation area for wetlands extends up to 2km from the SSSI boundary).

1.21 This policy also affords the strongest protection to nationally important archaeological resources, in line with advice in PPG16, as there are areas rich with archaeological interest as a result of historic settlements and past agricultural and religious activity.

- 1.22 As flood risk is of great significance in this area, the policy stipulates that there will be no inappropriate development on functional flood plains and/or that new development will not significantly increase the risk of flood elsewhere. Local Planning Authorities will consult the Environment Agency where there are potential flooding issues. Policies 6/3 and 6/4 deal with flood defence and sustainable drainage systems required for new development.
- 1.23 Significant development in the countryside is not normally sustainable. Only development that is specifically required by this Plan (for example the new settlement at Longstanton/Oakington) or that is essential for countryside activities or to the operation of local farming (including diversification), forestry, mineral extraction or public utility services, may be permitted.
- 1.24 The area's important aquifers – the Chalk and Lower Greensand in the south and the South Lincolnshire Limestone in the north-west – need to be protected together with the rivers which are important for wildlife and for the landscape. Groundwater resources are critical for the maintenance of public water supply and particular care will be taken to avoid contamination of these resources. Development in Groundwater Protection Zones will be carefully assessed and will be restricted according to type and size of development. Responsibility for the sufficiency and quality of water resources lies with the Environment Agency. Care will be taken to avoid putting future supplies of water at risk.
- 1.25 The Structure Plan Area has one of the largest areas of high-grade agricultural land in the United Kingdom. This is an important resource which should be conserved. Some development on urban fringes is required in order to facilitate sustainable development. However, the loss of best and most versatile agricultural land will be kept to a minimum.
- 1.26 A variety of important mineral resources are found in the Structure Plan Area – sand, gravel and limestone are worked for aggregate purposes. Other minerals quarried include chalk, chalk marl and clay. There are extensive deposits often occurring under high quality agricultural land or in areas valued for their biodiversity and landscapes e.g. river valleys. It is important to protect these economic resources from being sterilised by other forms of development. If such sterilisation is likely then proposed development will need to demonstrate an over-riding justification and prior extraction of the mineral may be considered.

### Policy P1/3 – Sustainable Design in Built Development

A high standard of design and sustainability for all new development will be required which:

Minimises the need to travel and reduces car dependency by providing;

- an appropriate mix of land uses and accessible services and facilities,
- compact forms of development through the promotion of higher densities,
- a safe and people-friendly environment,
- direct walking and cycle routes,
- good access by public transport,
- managed access for the private car and other motor vehicles,
- infrastructure for modern telecommunications and information technology.

Provides a sense of place which;

- responds to the local character of the built environment,
- is integrated with adjoining landscapes,
- creates distinctive skylines, focal points, and landmarks,
- includes variety and surprise within a unified design,
- includes streets, squares and other public spaces with a defined sense of enclosure,
- includes attractive green spaces and corridors for recreation and biodiversity,

- conserves important environmental assets of the site,
- pays attention to the detail of forms, massing textures, colours and landscaping.

Makes efficient use of energy and resources by;

- including energy conservation measures and energy efficient siting of buildings;
- utilising renewable energy sources, energy from waste or combined heat and power where possible;
- incorporating facilities for waste recycling
- incorporating water efficiency measures
- incorporating sustainable drainage systems
- using sustainable construction processes and materials.

Takes account of community requirements by;

- involving the local community and the providers of community services in the design process,
- including a mix of housing opportunities in residential developments,
- designing for the needs of all sections of the community including children, old people and people with disabilities,
- designing to minimise opportunities for crime.

### Sustainable design in built development

1.27 A major contribution to the achievement of sustainable development can be made through good design. This policy requires that every aspect of a development proposal is examined to ensure that its performance is as sustainable as possible. Detailed design is as important as overall strategy in achieving sustainable development objectives.

1.28 More information on many of the requirements of this Policy will be found in DTLR publications such as 'By Design', 'Places, Streets and Movement' and 'Better Places to Live'. Measures to promote community safety and development which minimises crime through its design, should be undertaken by Local Planning Authorities in consultation with developers and other bodies.

1.29 Further guidance may be provided in Local Plans or in further Supplementary Planning Guidance. Design Statements, design briefs and master plans will be important tools in securing an agreed approach between local authorities, local communities and developers.

### **Policy P1/4 – Plan, Monitor and Manage**

The Structure Plan will be continuously monitored in relation to key indicators and targets, and where appropriate the following mechanisms will be triggered;

- action to secure timely provision of infrastructure
- advice to Local Planning Authorities in relation to amendments to Local Plan policies and phasing
- review of the Structure Plan in whole or in part

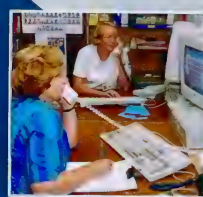
Local Plan Reviews will include an early review of existing land allocations and will provide mechanisms for continuous management and review of the form and phasing of development in the Plan period that can respond to changing circumstances and the principles of sustainable development. Appropriate mechanisms may include trigger points for;

- release of sites and the phasing of development
- infrastructure requirements
- further review of land allocations
- policy reviews.

### **Plan, Monitor and Manage**

- 1.30** Government guidance is now placing greater emphasis on the regular review and monitoring of planning policies throughout the Plan period because conditions may change in the Plan period. For example, if infrastructure requirements are failing to be met, this will be picked up through regular monitoring and such issues can then be addressed through an alteration to the Plan or through replacement policies.
- 1.31** Chapter 11 provides further detail on how development should be monitored throughout the Plan period and sets out the key indicators against which the performance of this Structure Plan will be measured.

- Developing and expanding employment
  - strategic sites for development
  - The rural economy



## Places for work

## Chapter two

## Places for work

In this chapter of the Plan you will find policies on:

- the employment strategy for Cambridgeshire and Peterborough
- the general location of employment
- main strategic sites for development
- development and expansion of employment clusters
- distribution, warehousing and manufacturing
- the rural economy

## Introduction

- 2.1 This chapter sets out policies and proposals for economic growth and development across the Structure Plan Area.
- 2.2 The policies take forward the Sustainable Development Strategy in Chapter 1 by:
- providing strategic direction for future economic growth (for all types of employment)
  - directing economic development to locations which have an imbalance of local employment and housing opportunities and where there is good public transport accessibility
  - maintaining and enhancing the region's economy and competitiveness
  - supporting Clusters – including the need to extend those based around Cambridge to locations beyond
  - supporting the viability of rural communities by promoting the retention of village shops and services and including policies that build on strengths of rural areas and locations for strategic investment.
- 2.3 The overall picture in Cambridgeshire and Peterborough through the 1990s has been one of strong growth both in its economy and its population. The Cambridge Sub-Region and the City

## Recent economic trends

- 2.4
- 2.5
- 2.6
- 2.7

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### Introduction

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### Recent economic trends

- 2.3** The overall picture in Cambridgeshire and Peterborough through the 1990s has been one of strong growth both in its economy and its population. The Cambridge Sub-Region and the City of Peterborough are the two main centres of employment, with science-based, research and

computer technology growing very rapidly in the Cambridge area. Allied sectors such as education, financial and business services and distribution have also performed strongly.

- 2.4** Population growth has been rapid, averaging around 4,000 people each year in the 1990s, with parallel increases in labour supply. However, with a buoyant economy, unemployment has continued falling throughout the 1990s and has consistently remained below that in the UK generally.
- 2.5** Historically, Cambridgeshire and Peterborough have enjoyed economic activity rates (i.e. the proportion of the population of working age in or looking for work) higher than the national and regional averages. Cambridge is at the forefront of knowledge based industry, and the centre for a world-class biotechnology cluster of research institutes and companies. This is a dynamic local economy whose continued expansion is essential to the national interest. This requires a commitment to 'invest in success', including affordable homes for an expanding workforce and infrastructure to service business needs.
- 2.6** The north and east of the Plan area are less prosperous than the south and west, but have the potential to accommodate increased economic activity.
- 2.7** It should be noted that pockets of unemployment and relative economic disadvantage, such as lack of training and qualifications, occur throughout the area, even in southern areas, especially within the cities and larger market towns.

- 2.8 House prices have risen faster than incomes, particularly in the south of Cambridgeshire. As a consequence, in-commuting has increased, with its associated problems of traffic pollution and congestion.

### Economic prospects

- 2.9 The prospects are good for the Cambridgeshire and Peterborough economy over the next fifteen years. Despite recessionary fears for the world economy generally, the strong industry mix in the East of England as a whole suggests that recession is likely to be short-lived and recovery robust. Furthermore, the position of the Cambridge Sub-Region as the 'powerhouse' of the East of England economy is unlikely to change.

### Employment Forecasts

- 2.10 Employment forecasts for Cambridgeshire and Peterborough have been commissioned from Cambridge Econometrics. More detailed information on forecasting is included in the Structure Plan Technical Report.

- 2.11 The forecasts suggest an increase of just under 64,000 jobs between 2001 and 2016. An estimated 49,300 of these are expected to occur in the Cambridge sub-region and 14,600 in North Cambridgeshire and Peterborough. Employment is expected to continue to grow steadily throughout the next fifteen years, exceeding the UK and East of England rates. Growth is expected mainly in service sectors, which currently account for 77% of the Plan area's employees. These are often relatively low-paid jobs in, for instance, healthcare and social services – a factor that gives rise to greater need for affordable housing. Two very important features of the forecasts are:

- the large growth anticipated in computing services employment – up from 9,400 jobs in 2001 to over 32,200 in 2016.
- a big increase in part-time employment. Of the 64,000 net 'extra' jobs forecast, almost 36,000 are for part-time employees (56%)

- 2.12 The current forecasts of the resident labour force (or labour supply) for Cambridgeshire and Peterborough show an additional 54,600 people in or looking for work between 2001 and 2016. The breakdown of employment and labour supply for the two main sub-areas, together with the Structure Plan Area, is shown in Table 2.1

Table 2.1: Comparison of Forecasts of Employment & Resident Labour Supply, Sub-Regions, 2001-2016

Area	Labour	2001	2016	Change 2001/16
Cambridge sub-region	Employment	244,100	293,300	49,200
	Labour Supply	230,900	273,100	42,200
	Difference	13,200	20,200	7,000
North Cambs & Peterborough	Employment	134,500	149,100	14,600
	Labour Supply	153,800	166,200	12,400
	Difference	-19,300	-17,100	2,200
Cambridgeshire & Peterborough	Employment	378,600	442,400	63,800
	Labour Supply	384,700	439,300	54,600
	Difference	-6,100	3,100	9,200

Source: Cambridge Econometrics; Research Group, Cambs County Council

**2.13** Although there does not appear to be a direct correlation between employment and labour force in these forecasts, there are a number of factors which may reduce the apparent imbalance:

- double jobbing
  - rising economic activity rates
  - cross border commuting.
- a) Labour supply – which measures people – does not equate exactly with labour demand, or employment, which measures jobs. An increasing proportion of people have more than one job. 'Double-jobbing' accounts for over 5% of employment in some areas. As increasing numbers of jobs are of a part-time nature, this percentage is likely to rise.
- b) The labour supply forecasts include assumptions about changing economic activity rates for men and women. For example there has been an increasing number of women seeking jobs in recent years. In the forecasts, such trends tend to flatten out in the longer term because of uncertainty about changes 10 years hence. However, there is good reason to believe that there will be more people coming onto the labour market than suggested by the forecasts in the groups aged 50 and above. This is because pressures to stay in work or move into part time employment for older age groups is set to increase.

c) The figures for North Cambridgeshire and Peterborough show an excess of labour supply over jobs. However, the totals disguise the fact Peterborough itself is a centre of net in-commuting whilst the rural North Cambridgeshire area is a net out-commuting area.

**2.14** The fact that employment growth may exceed the 'trend' increase in the resident labour force means that priority must be given to training, re-training and multi-skilling the existing workforce to match the employment needs of industry, particularly in the expanding sectors, and in the north, to match the decline in manufacturing. The education sector, including the Cambridge and Peterborough Universities (see also P10/4) will have an important role to play here. Providing affordable as well as key worker housing will also be important given the high proportion of 'new' jobs which are part-time and often relatively low paid.

### Policy P2/1 – Employment Strategy

The economic growth of the Plan area will be supported:

in the Cambridge Sub-Region by:

- encouraging the continued expansion of high technology and knowledge-based industry
- securing investment in new infrastructure needed to relieve obstacles to growth using existing land allocations and making new allocations where appropriate
- the selective management of employment which does not need to be located in or close to Cambridge

in Peterborough and North Cambridgeshire by:

- securing investment in physical infrastructure and supporting social, environmental and community initiatives which will assist economic regeneration
- taking full advantage of the range of existing land allocations and vacant or under-used sites in the area

In both areas by:

- encouraging a wider range of business and industrial development
- developing the skills of the labour force in line with the needs of the economy

- 2.15 It is anticipated that with measures to match the workforce to the needs of business and service sectors, this Plan provides for an appropriate balance between jobs and homes, and particularly for affordable, social and key worker housing. Future monitoring will measure the relationship between jobs and housing provision, the amount that is affordable, commuting levels and overall house prices, to identify whether the Plan remains on course over time.

### Employment Strategy

- 2.16 This strategy for employment in Cambridgeshire and Peterborough aims to build on the success of the clusters of research and technology-based industries around Cambridge and to address regional disparities within the Plan area.
- 2.17 The strategy has a common theme of supporting economic growth throughout the Plan area, with different approaches for its two constituent parts. This is because each area has different economic problems. In and around Cambridge it is important that research and technology expansion is not stifled by labour shortages, congestion or availability of suitable sites. There are already major land allocations in Peterborough and North Cambridgeshire and therefore the priority here is to create the right supporting conditions to encourage economic growth. Priority will be given to promoting economic and employment growth in the areas of Cambridgeshire and Peterborough most in need of economic regeneration (see Policy P10/2 and Policy P9/6).
- 2.18 Both the Cambridge Sub-Region and the Peterborough and North Cambridgeshire chapters contain more detailed policies on specific parts of the strategy for economic growth (see policies P9/7, P9/8, P10/2, P10/3).

### Policy P2/2 – General location of employment

Where there is a need for new land allocations for employment, provision will be mainly concentrated in Cambridge, in Peterborough, in market towns where this could help reduce out commuting and also on the strategic sites identified in P2/3.

Local Plans will allocate a range of sites for the continued growth of employment and to broaden the local economy. Development will be located in line with the objectives of P1/1 so as to:

- (i) work towards a balance of jobs and housing
- (ii) maintain a range of types and sizes of premises for business requirements
- (iii) encourage a range of employment opportunities for local people
- (iv) reduce the need to travel, particularly by private car
- (v) enable the fullest use of public transport, walking and cycling for work-related journeys
- (vi) maximise the use of previously developed land and buildings.

Relevant Key Indicators  
(See Table 11.1)

No. 5  
No.10

### General location of employment

- 2.19 While there is currently enough employment land to cater for projected growth it is important to create the right conditions in which businesses can thrive and prosper. Local Planning Authorities should monitor the quantity, quality and location of sites and develop a mechanism to bring forward sites as appropriate (see P1/4). A range of suitable sites will be provided for industrial and commercial development wishing to expand or relocate, and for new businesses wishing to establish in the area (see P9/5 and P9/8).
- 2.20 Losses in the traditional sectors of employment such as agriculture and manufacturing mean that there is a need for a wide range of job opportunities throughout the Plan Area. Quality and permanence of jobs is also important. Flexible working, encouraging working from home, workplace homes, new Information and Communication Technologies

(ICT) will also play a part in the future for employment. For those in low paid employment, the availability of affordable homes and convenient and cheap transport will be of equal or greater significance.

- 2.21 Where new allocations are needed, they should be in sustainable locations as set out in Policy P2/2. In market towns the aim should be to reduce out commuting from the town and the surrounding rural catchment. Provision for mixed developments and higher densities should also be encouraged with the aim of achieving closer proximity between homes and new employment areas.

### Strategic employment locations

- 2.22 The Structure Plan identifies a number of locations that have been chosen on the basis of their ability to provide a major role in the employment strategy. The sites provide important opportunities for employment growth because of their scale and/or their suitability for prestige development in strategic locations. High quality development will enable the sites to act as a catalyst for continued expansion of the 'Cambridge phenomenon' or for strategic regeneration projects throughout the Structure Plan Area. These sites may also act as 'stepping stones' to spread the economic benefits to locations beyond the Cambridge Sub-Region.

### Policy P2/3 – Strategic Employment Locations

Strategic Employment sites in Cambridgeshire and Peterborough will be reserved where there are good transport links, a locally available labour supply and the potential for business or industrial expansion. Locations are as follows:

- land at Alconbury Airfield will provide an opportunity for a strategic employment development during the Plan period, either for the existing distribution and transport related proposals or other appropriate uses
- the new settlement at Longstanton/Oakington will provide a key opportunity for new employment associated with high technology clusters in the Cambridge Sub-Region
- land at Hampton will give high profile encouragement to investment in the Peterborough area
- March Trading Park will be promoted to improve marketability and generate investment for the market town and its surrounding area
- the south-west approach to Wisbech will be promoted, with environmental enhancements, to improve marketability and generate investment for the market town and its surrounding area
- locations on the edge of Cambridge will be identified for mixed use developments including the expansion of education and research facilities (identified in Policy P9/3c).

Relevant Key Indicators  
(See Table 11.1)

No. 8  
No.11

- 2.23** Land at Alconbury Airfield provides a major strategic opportunity for a mixed employment development. Current proposals, the subject of an Appeal, include warehousing suitable for national distribution centres and the provision (phase two onwards) of a purpose-built rail link into the site that will enable road/rail interchange for occupiers. If, however, the Appeal is dismissed by the Secretary of State the County Council will work together with Huntingdonshire District Council, Ministry of Defence and East of England Development Agency to determine the most appropriate future use of the former airfield.

- 2.24** The new settlement at Longstanton/Oakington will accommodate businesses with an essential need to be in the Cambridge Sub-Region (see Policy P9/4) including possible re-locations from Cambridge. This will provide an additional focus for high technology and knowledge-based investment. The new settlement is not intended to attract new employment which does not need to be located in the Sub-Region.

- 2.25** Hampton is a major existing, mixed-use development, still at an early stage, which will provide continued high quality employment opportunities for both the township and the Peterborough area (see Policy P10/5).

- 2.26** March Trading Park and the south-west approach to Wisbech will provide key employment allocations to support the further growth of these market towns in the north and east of the Structure Plan Area. The aim for both sites is to improve their environment and thus marketability to benefit the fenland economy.

- 2.27** The strategic employment locations on the edge of Cambridge, included in land to be released from the Green Belt are:

- South and west of Addenbrookes
- Between Madingley Road and Huntingdon Road
- Cambridge Airport

- 2.28** The future role of regional airports, including Cambridge Airport, is currently the subject of review, which should clarify uncertainty about development possibilities on and around the Airport site.

#### Policy P2/4 – Development and Expansion of Employment Clusters

Linkages and partnerships between successful clusters in the Cambridge Sub-Region and clusters in Peterborough and elsewhere in the Plan area, or in adjoining Regions, will be facilitated to help spread the benefits of cluster growth.

In allocating sites suitable for new and existing employment clusters, the Local Planning Authorities, with their partners, will:

- take account of the distribution, dynamics and spatial requirements of particular clusters
- ensure provision is made in sustainable locations well related to the local labour market, primarily in urban areas well served by public transport
- indicate appropriate contributions from cluster businesses to facilitate provision of key worker housing and public transport
- seek to facilitate cluster potential in market towns and on an appropriate scale in rural areas in accordance with Policy P2/6.

#### Development and expansion of employment clusters

**2.29** Local Planning Authorities will work together with the EEDA and the GOEE to support the growth of research and technology clusters and business clusters, including the allocation of sites in Local Plans for business expansion, research facilities, education establishments and support services.

**2.30** 'Clusters' are defined as concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries (EEDA Regional Economic Strategy 2001). Clusters may be

concentrated in a particular location or linked locations. Links between businesses as well as with their science and research base can be encouraged to successfully assist competition in the world market. The presence of clusters is a key attribute of the Structure Plan Area's competitive position. Examples of existing clusters are:

- biotechnology, Hinxton Hall, Great Abington etc
- computer software and services, Cambridge and South Cambridgeshire
- Education, Cambridge
- telecommunications, Cambridge, South & East Cambridgeshire
- primary care trusts, and health authority, Fulbourn
- healthcare teaching and research, Addenbrooke's Hospital site, Cambridge
- audio industries, Huntingdonshire
- food, Fenland
- distribution A1/A14
- environmental services, Peterborough
- insurance and financial services, Peterborough.

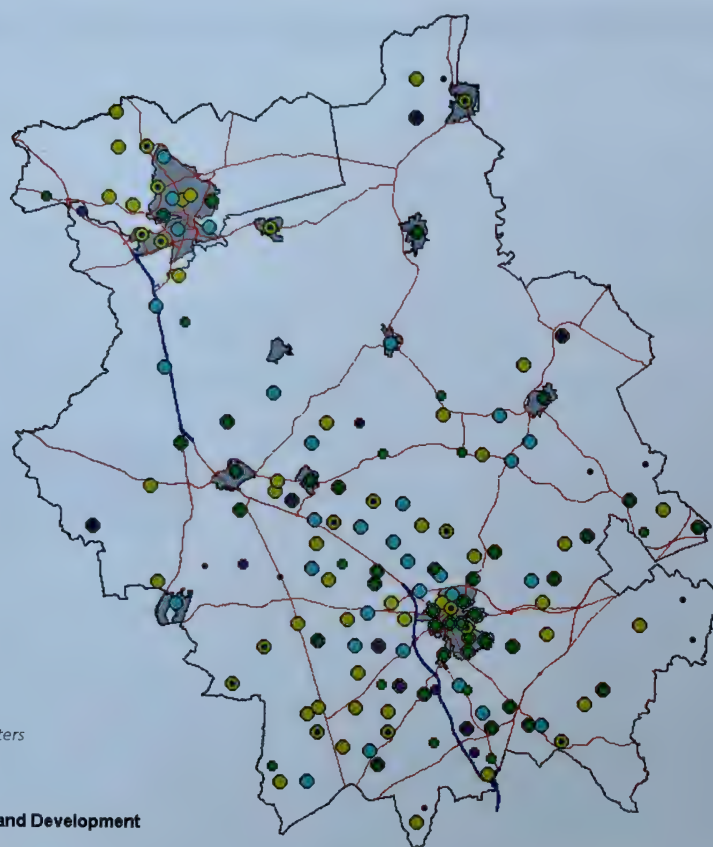


Figure 2.1:  
Employment clusters

**Key**

- Research and Development
- Tech Services
- Electronics
- Biotech
- Computer Services

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County Council LA07649X 2001

- 2.31 The successful development of clusters will require the provision of associated services, improved infrastructure including the transport network and availability of an appropriately skilled and flexible workforce. It is vital to value current skills that are held and address skills miss-match through training. An adequate supply of a mix of housing, including affordable and key worker housing will be equally important.
- 2.32 The availability of land and premises is also crucial to cluster development, particularly premises for speculative development and at low rental levels, such as short lease incubator units. Incubator units, such as the Innovation Centre near the Cambridge Science Park and Espace Centres at Ely and Littleport, can provide a base for new ideas to be developed and tested and help foster innovation and competition.
- 2.33 When allocating sites the Local Planning Authorities should consider the future development of each cluster and define policies appropriate to each, taking into account the likely mix of uses on each. From the Use Classes Order, these will generally comprise B1 uses (research and development, light industry) A2 (offices and professional services) and D1 (education and training centres), plus other uses where appropriate. Further guidance on cluster development in the different parts of the Structure Plan Area can be found in the Chapters 9 and 10.

### **Policy P2/5 – Distribution, Warehousing and Manufacturing**

Distribution, warehousing and manufacturing activities which generate large volumes of freight movement will only be located on sites with good access to rail freight facilities, and to motorways, trunk or other primary routes (see also P8/11).

Distribution and warehousing facilities will not be permitted within or close to Cambridge (see Policy P9/8).

### **Distribution, warehousing and manufacturing**

- 2.34** Much of Cambridgeshire and Peterborough lies within easy reach of the haven ports and the major manufacturing areas in the Midlands. It is therefore under pressure for continuing growth of distribution (Use Class B8 - warehousing and logistics) facilities. Suitable sites for distribution and also for manufacturing which improve the variety of jobs available locally will be allowed providing they meet the provisions of the Plan. Sites should be accessible by a range of transport methods and minimise environmental impact. The Local Transport Plans and Freight Strategy provide additional guidance (see Policy 8/11).
- 2.35** Cambridge and its immediate environs is not appropriate for large-scale distribution and warehousing activities, because housing and employment, with a need to be close the City, have priority on land which is identified for development.

**Policy P2/6 – Rural Economy**

Growth of employment in rural areas will be facilitated on an appropriate scale where it contributes to one or more of the following objectives:

- helping to achieve a balance of employment with the type and quantity of local housing
- helping to provide linkages with new or existing business or research and technology clusters (see Policy P2/4)
- providing opportunities for home working, or making good use of new information and communication technologies

- enabling farm or rural diversification where appropriate to the local area, including appropriate rural tourism (see Policies P4/1 and P4/2)
- enabling the re-use of existing buildings, vacant, derelict or under-used land within villages
- helping to maintain or renew the vitality of rural areas.

Employment allocations in local plans for rural areas will be predominantly located in Rural Centres (see policy P1/1).

Relevant Key Indicators  
(See Table 11.1)

No. 5

**Rural economy**

- 2.36** Within rural areas the market towns are the main centres for employment (see policies P9/5 and P10/3). However, some villages also serve an important role as local centres for services and employment. It may therefore be appropriate for Local Plans to provide for sensitive small-scale employment development in these locations (Rural Centres). Such development should be located where it minimises travel needs and helps support the vitality of rural communities. (see also Policy P3/4). New employment development in rural areas will also help to provide a better choice of jobs because earnings are generally lower than in urban areas.

- 2.37** Farm diversification can enhance employment opportunities in the countryside. Such diversification may include planting of woodland, farm shops, farm-based food processing and food packing, craft workshops, sporting facilities, fishing lakes, equestrian businesses, nature trails and holiday accommodation.

- 2.38** New technology and improved telecommunications are helping to bring about significant opportunities for job creation in more isolated areas. However, the lack of infrastructure provision and lower levels of skills and awareness are constraints in rural areas that need to be overcome to make better use of ICT. Therefore new businesses that can undertake most of their business using ICT, new housing developments that include provision for working from home, and local centres for remote working should all be encouraged.

- Encouraging local facilities
- Supporting rural services and facilities
- Promoting Town Centre improvements



## City, Town and Rural Centres

**In this chapter of the Plan you will find policies on:**

- promoting Town Centre Strategies for comprehensive improvement
- supporting established centres as the focus for uses attracting large numbers of people
- encouraging local facilities in urban areas
- supporting the provision of rural services and facilities

### Introduction

- 3.1 The city and town centres in the Structure Plan Area are at the heart of our social, economic and cultural life. Some of them are also physically very distinctive because of their historical legacy. The two sub-regional centres of Cambridge and Peterborough have the widest range of higher order services and facilities. The market towns serve as more local area centres, each with their local identity and different range of services.
- 3.2 National retail policy continues to promote a sequential approach to retail development, emphasising the importance of city and town centres over out-of-town locations. This is because of the negative impact out-of-town facilities can have on the viability of town centres and on increased dependence on the car. Development should be focused in existing cities and towns to promote vital and viable centres, offering a mix of uses, which are accessible to the greatest number of people, by a range of means.
- 3.3 City and town centre facilities, referred to in this chapter, encompass a wide range of retail and leisure uses, including entertainment, cultural and sporting facilities and public services.
- 3.4 The policies aim to take forward the Sustainable Development Strategy in Chapter 1 by;
- supporting established centres as the focus for uses which attract large numbers of people
  - promoting City and Town Strategies to enhance the vitality and viability of centres
  - encouraging the retention of local facilities
  - supporting rural services and facilities

### Recent trends and forecasts

- 3.5 There was a marked recovery of the economy during the 1990s which, coupled with population growth and in-migration, has led to an increased demand for retail floorspace in many parts of Cambridgeshire and Peterborough.
- 3.6 However, the additional need for retail opportunities is likely to be absorbed in a variety of ways, through existing commitments and new city centre schemes in the pipeline, the revitalisation of existing floorspace, longer opening hours and new methods of retailing such as internet shopping.
- 3.7 The results of the Hillier Parker retail study for the Peterborough and Cambridgeshire area show that for Cambridge up to 2011, there is little need for additional convenience goods floorspace and existing commitments satisfy requirements for comparison goods. In the city of Peterborough, however, there will be a need for further comparison goods floorspace by 2011 and probably also for some convenience goods.
- 3.8 There is no significant additional demand forecast for comparison or convenience goods floorspace in any of the market towns with the exception of further comparison goods capacity in Huntingdon.

### Policy P3/1 – Vitality and attractiveness of centres

The vitality and attractiveness of city and town centres will be promoted and enhanced through the development and implementation of integrated City and Town Centre Strategies. These will seek to:

- support the role of the city and town centres as the primary locations for shopping, employment, leisure, culture and entertainment
- encourage mixed use development
- seek to diversify and enhance the local economy through the provision of a wide range of services and facilities
- retain and increase housing
- protect and conserve the existing heritage of the centre
- encourage a high quality environment
- improve the quality of development
- improve accessibility through public transport, walking and cycling access
- reduce the impact of traffic on centres
- improve town and city centre safety

City, town and district centre boundaries will be defined in Local Plans.

- **local centre:** small grouping of local shops
- **out-of-centre:** separate from the town centre but not necessarily outside the urban area
- **out-of-town:** located out of centre on a greenfield site or on land not clearly within the current urban boundary

### Vitality and attractiveness of centres

- 3.10** PPG6 and RPG6 identify city and town centres as the preferred locations for developments that attract a lot of people, including shopping, leisure, entertainment and other key uses. Their role should continue to be supported through comprehensive Town and City Centre Strategies. Land use issues identified through the City or Town Centre Strategy should be linked to Local Plan policy.
- 3.11** Local Planning Authorities and partner organisations should prepare City or Town Centre Strategies, incorporating checks on the performance of city and town centres, in order to identify the most appropriate ways in which vitality and viability can be maintained and enhanced. The strategies should use the distinctive character of the city or town and should aim to cover the following;
- an appraisal of the city/town centre
  - description of current and future development strategies (i.e. transport)
  - identification of indicators for monitoring success of strategy
  - management and partnership arrangements
  - resourcing and Implementation of the strategy

### Definitions of types of location

- 3.9** The types of location referred to in the plan are as defined in PPG6 as follows;
- **city and town centres:** centres which provide a broad range of facilities and services and which fulfil a function as a focus for both the community and for public transport
  - **edge of centre:** a location within easy walking distance (up to 300 metres) of the primary shopping area of a city or town centre
  - **district centre:** groups of shops separate from the city or town centre with usually one supermarket as well as non-retail services

- 3.12** A start has already been made in the development of Market Town Transport Strategies. These need to be broadened in line with Policy P3/1.
- 3.13** A mix of employment, housing, shopping, leisure and entertainment uses are crucial to the achievement of vital town centres. It helps to improve the range of activity going on around the clock, increasing the natural surveillance provided by greater numbers of people around at various times of day. The concentration of uses enables people to make linked trips, with benefits for the environment.
- 3.14** Local Planning Authorities should also seek to address quality in new development, traffic management and accessibility issues in the town and city centre strategies.
- 3.15** Within the Cambridge Sub-region, the transport and access strategy points to the need to focus major retailing facilities, for instance, in the form of department and other major comparison goods shops, in the city centre. In this context the local planning authorities have encouraged the major investment proposals which would lead to the development of the Grand Arcade and the extension of the Grafton Centre. These proposals would be particularly accessible by public transport, including park and ride, and by cycling and walking. It would only be in the event of them not proceeding that alternative locations for major shops will be considered. Peterborough City Council is seeking to promote a 'Cultural Quarter' in Peterborough and the need for a major new music/arts/cultural venue has been identified in the Peterborough City Council Tourism Strategy 2001-2005. This should be considered through the review of the Peterborough City Local Plan.

### Policy P3/2 – Locating uses which attract large numbers of people

Proposals for shopping, commercial leisure, sporting facilities and other uses which attract large numbers of people should be focused in existing city and town centres. Where suitable city and town centre sites are not available, development should be located on edge-of-centre sites. Out-of-Centre locations will only be considered where no suitable city, town or edge-of-centre sites are available.

Proposals should:

- be accessible by a range of transport modes particularly public transport, walking and cycling
- be of a scale appropriate to the size of the centre and its catchment area

Development that is appropriate in other centres will be defined in Local Plans.

Relevant Key Indicators  
(See Table 11.1)

No. 17

### Policy P3/3 – Local facilities and services in urban areas

Local Planning Authorities will encourage the retention of local facilities and services within urban areas and assess the need for additional provision

### Uses which attract large numbers of people

- 3.16** The cities and market towns in the Structure Plan Area are all distinctive in their own way and the uses appropriate in each centre will vary according to the centre's size, character and catchment area. The cities of Cambridge and Peterborough should remain the focus for large scale services and facilities such as major comparison goods retailers and department stores, museums, theatres, swimming pools and fitness centres and major sporting venues. Market towns serve a local catchment area, and should therefore continue to be the focus for everyday convenience goods such as shopping, banking, and leisure facilities. Policies P9/11 and P10/6 provide further detail on the provision of retail in the Cambridge Sub-Region and in Peterborough.
- 3.17** Good accessibility is vital to ensure that a realistic choice of public transport, walking and cycling options are available to access employment, shops, services and leisure facilities. Whilst improving accessibility through walking and cycling is vital, this

should be balanced against the recognition that accessibility by the private car, particularly for those with a disability and those living in rural areas, remains a necessity.

- 3.18** A sequential approach to development is adopted, as set out in PPG6. This means that the preferential location for development are city and town centre sites, followed by edge-of-centre sites, district and local centres, and finally out-of-centre sites. Development should take place in locations that are accessible or can be made accessible through improvements, by a choice of transport modes. The utilisation of previously developed land should be encouraged. Proposals for retail warehouses should be considered under the remit of policies P3/1 and P3/2.

### Local services and facilities

- 3.19** RPG6 states that there is a need to reinforce the vitality of local centres to avoid shops and community facilities being under-utilised. A range of facilities should be encouraged in local centres which are appropriate to the local role and catchment of the centre. This will assist in serving day to day needs and reduce the need for people to travel.
- 3.20** Key local facilities encompass a wide range of services including healthcare and education provision, local shops, post offices, banks and building societies and play areas and community halls.
- 3.21** It is important that appropriate facilities in line with the location and scale of development are permitted.

### Policy 7.14 - Rural services and facilities

Local planning authorities will support the vitality of rural communities by encouraging the extension and expansion of village shopping facilities and low car-dependant services.

### Rural services and facilities

- 2.70 Development plans should seek to support the vitality of rural communities by promoting the extension of village shops and services to all rural communities. Facilities which require larger rural communities in order to be viable should be given particular attention in Rural Centres.
- 2.71 Rural groups often face problems of rural isolation and poor access to services, which particularly affects the elderly and the young. Being able to reach essential community services such as health-care provision, post offices, banks and building societies will be particularly important for these groups of people.
- 2.72 Local authorities should also be supportive of voluntary groups of neighbouring rural villages, the majority of which could be through encouraging the rural first mile network to extend the range of services provision and services to villages including health, financial services, primary and post education.
- 2.73 Local authorities can support the vitality of rural communities through providing advice and support for community and commercial initiatives and through voluntarily funded provision.

- Providing new or improved tourist attractions
- Managing and promoting tourism
- Protecting existing open space



## Tourism, Recreation and Leisure

In this chapter of the plan you will find policies on:

- the overall tourism, recreation and leisure strategy
- promoting informal leisure and recreation in the countryside
- Protecting existing open space and recreational facilities
- assessing proposals for water-based recreation

### Introduction

- 4.1 This chapter seeks to maximise the economic potential of tourism, recreation and leisure whilst ensuring that facilities are provided where they cater for the needs of the local population, and visitors, on a sustainable basis.
- 4.2 In Cambridgeshire and Peterborough the total value of tourism in 1999 was £754 million and the total number of actual tourism related jobs supported 21,530 (East of England Tourist Board, 2000). Increases in the overall spending power in the Plan area as well as growing leisure time and mobility are likely to put increased pressure on existing and new tourism, leisure and recreational facilities.
- 4.3 Leisure and recreation cover a wide range of activities, from informal activities, such as walking and cycling, to organised sports such as football and cricket. Cultural recreational activities such as visits to museums and galleries are also included. All of these activities can benefit the local economy and improve the health and well being of the population.
- 4.4 Policies relating to facilities which attract large numbers of people, such as football stadiums, swimming pools, museums and galleries, can be found in Chapter 3 – City, Town and Rural Centres. Such facilities should be located in accordance with the sequential approach to development, in or on the edge of town or city centres where they can be easily accessed by public transport, cycling and walking (see policies P3/1 and P3/2).
- 4.5 The policies in this chapter should be implemented by taking into account the regional tourism strategy and local area tourism strategies produced by City and District Councils. They aim to take forward the Sustainable Development Strategy in Chapter 1 by:
- diversifying and promoting the tourism industry as an economic priority
  - meeting the needs for sport and recreation in locations which minimise the need for travel and are not detrimental to the environment
  - protecting existing open space and recreational facilities
  - developing strategies for enhancing informal countryside recreation
  - controlling proposals for water-based recreation

#### **Policy P4/1 Tourism, Recreation and Leisure Strategy**

New tourism, recreation and leisure development should:

- maintain or increase employment opportunities
- meet the needs of local communities as well as visitors
- be accessible by a choice of sustainable transport modes
- protect or improve the local environment, landscape and residential amenity
- strengthen and diversify the local economy, particularly in Peterborough and North Cambridgeshire

In Cambridge tourism will be managed rather than promoted

#### **Policy P4/2 – Informal Recreation in the Countryside**

Local Plans and major new developments adjoining the countryside will include proposals for informal leisure and recreation, including country parks and routes for walkers, cyclists and horse riders

Such proposals should be accessible to the main centres of population and reached by a choice of means of transport. Provision will form part of a network of safe routes in the countryside and will be suitable for use by people with disabilities.

#### **Tourism, recreation and leisure strategy**

- 4.6** This policy creates a positive framework for plans and proposals relating to tourism, recreation and leisure. At the same time it identifies criteria so that provision will be targeted to meet local needs, in sustainable locations and supporting economic objectives. More detailed policies may be included in Local Plans.
- 4.7** Cambridge is a major generator of tourist and leisure activity and the local economy benefits considerably from the jobs and income it creates. However, the concentration of tourism, on a relatively small part of the City, causes congestion and problems for the people that live and work in Cambridge. If not carefully managed, tourism may also detract from the environment that tourists are coming to enjoy. The aim is to achieve tourism that is sustainable and accessible to as many people as possible. Cambridge City Council should assess proposals for tourism against a locally agreed strategy of positive management and selective development, working in

partnership with local communities, businesses and government agencies.

- 4.8** Tourism in Peterborough and North Cambridgeshire has not, in the past, contributed so significantly to the economy as in Cambridge and its immediate surrounding area. Particular emphasis should therefore be given to the promotion of tourism to the north and east of the Plan area. Peterborough City Council should explore the opportunities for developing quality tourism projects and key cultural facilities within the City.

#### **Informal recreation in the countryside**

- 4.9** Informal recreation provides enjoyment and exercise for many people, which contributes towards the health and well being of the population. The countryside provides an important resource for people to undertake informal leisure pursuits such as walking, cycling and horse riding. Policy P4/2 should be read in conjunction with Policy P7/3 'Countryside Enhancement Areas' which encourages quiet forms of recreation in particular areas.
- 4.10** Country parks provide opportunities for a range of informal recreational pursuits and for nature conservation. This is important for Cambridgeshire and Peterborough which otherwise has limited open countryside areas for informal recreational use.
- 4.11** Walking and cycling are the two most popular participant sports in the country. The flat landscape of Cambridgeshire and Peterborough is well suited to cycling which offers a sustainable way of enjoying the countryside with significant health benefits.

#### Policy P4/3 – Protection of Open Space and Recreation Facilities

Existing open spaces and recreation facilities should not be developed for another use if they are currently required to meet local needs, unless alternative equally satisfactory provision can be made elsewhere in the local area.

#### Policy P4/4 – Water-based Recreation

The use of waterways for appropriate recreation, tourism and economic development will be supported in Peterborough and Cambridgeshire

A strategy to develop the recreational and tourism potential of the Nene Valley will be drawn up in conjunction with adjoining Local Planning Authorities and other bodies

Local Plans will include policies, as appropriate, for the control of marinas and moorings on the River Cam and the River Great Ouse between Eaton Socon and Ely.

- 4.12 Projects such as the Peterborough 'Millennium Green Wheel' cycle network have been successful in providing recreational routes convenient for residents of Peterborough and the surrounding villages. The Fens Cycle Tourism project links 'the Green Wheel' to Fenland towns and forms part of a national Sustrans route. Similar projects should be encouraged, to further expand the network of safe rural/urban cycle routes for recreational purposes.
- 4.13 Policy P4/2 aims to promote safe access for all to recreation and leisure in the countryside to as wide a sector of the population as possible. Policy P8/9 'Provision of Public Rights of Way' in Chapter 8 is also relevant in this context.

#### Protection of open space and recreation facilities

- 4.14 Open spaces, such as public parks, pocket parks and playing fields have a vital role in meeting the leisure needs of the population by providing recreational areas near to their homes. Such facilities also provide general health benefits for those that use them. Therefore they should normally be protected.
- 4.15 There will be cases when it may be beneficial to move such facilities in order to achieve better access and amenity. A local assessment of need to be undertaken by the Local Planning Authorities should be used to inform decisions and demonstrate whether substitution or replacement would provide a qualitative gain for the community. Local Plans should set out the requirements for areas for informal recreation and leisure taking account of local need.

#### Water-based recreation

- 4.16 The waterways of Cambridgeshire and Peterborough are an important resource for recreation and tourism as well as providing areas for wildlife and nature conservation. Local Planning Authorities should encourage proposals for using waterways for tourism and leisure uses, particularly on the River Nene, including the use of river systems to provide a sustainable mode of transport.
- 4.17 The capacity of waterways is an important factor in considering whether development proposals should proceed. The Rivers Cam and Great Ouse are overloaded and Local Plans should assess the extent to which water recreation, and associated facilities, should be restricted in these locations.

- Meeting local housing needs
- Distribution of housing
- Homes in rural areas



**Where we live**

In this chapter of the plan you will find policies on:

- the distribution of housing
- the re-use of previously developed land and buildings
- housing densities
- meeting locally identified housing needs
- homes in rural areas

### Introduction

5.1 Cambridgeshire and Peterborough has experienced, and will continue to experience rapid housing growth in comparison to many other parts of the country.

5.2 The housing requirements of Cambridgeshire and Peterborough are addressed in RPG6. This identifies a need for 4000 dwellings per annum to be constructed, amounting to 80,000 dwellings between 1996 and 2016. Taking account of houses built between 1996 and 1999, this leaves an outstanding requirement of around 70,200 dwellings still to be provided

5.3 The policies in this chapter take forward the Sustainable Development Strategy in chapter 1 by:

- specifying the overall distribution of housing provision
- setting targets for locating new dwellings on previously developed land
- setting density targets for new developments
- meeting local needs and diversity in the provision of housing
- providing small-scale housing in rural areas

### Policy P5/1 – Housing Distribution

Provision will be made in Cambridgeshire and Peterborough for the construction of 70,200 new homes between 1999-2016 to be distributed as follows:

Area	Total
Cambridge city	12,500
East Cambridgeshire	7,300
Fenland	8,100
Huntingdonshire	9,500
South Cambridgeshire	20,000
Peterborough	12,800
Cambridgeshire and Peterborough Total	70,200

Relevant Key Indicators  
(See Table 11.1)

No. 1

**Policy P5/2 – Re-using previously developed land & buildings**

Between 1999 and 2016, at least 50% of new dwellings will either be located on previously developed land or will utilise existing buildings. Provision within each Local Planning Authority area will seek to achieve or surpass the following targets:

Cambridge City	55%
East Cambridgeshire	25 %
Fenland	30%
Huntingdonshire	40%
South Cambridgeshire	35%
Peterborough	75%

Relevant Key Indicators  
(See Table 11.1)

No. 4

**Housing distribution**

- 5.4** A particular issue of strategic concern for the Structure Plan is the need to address the housing-employment imbalance which is causing problems of long distance commuting, particularly in the Cambridge Sub-Region. RPG6 requires a higher rate of building in the Cambridge Sub-Region and a reduced rate of building in Peterborough and North Cambridgeshire. This is addressed in the provision and distribution of housing.
- 5.5** Both national and regional guidance strongly promote concentrating major housing development in sustainable locations and therefore most will be located within or adjoining the main urban areas to make the most efficient use of resources, infrastructure and facilities.
- 5.6** Strategic advice on allocating land for housing and housing design is found in Policies P1/1 and P1/3 respectively.

**Re-using previously developed land and buildings**

- 5.7** PPG3 has introduced a sequential approach to the identification of housing land, with a much greater emphasis on re-using previously developed sites in urban locations and increasing the efficiency in the use of land.

- 5.8** About 39% of new homes have been built on previously developed sites in the Structure Plan Area, in recent years. Regional Planning Guidance sets a target for the East Anglia region of at least 50% of additional dwellings to be developed on previously used land or by conversion of existing buildings. This appears to be an appropriate, although challenging target, for Cambridgeshire and Peterborough.
- 5.9** The target figure set for each city or district area has been estimated, in part from the status of existing allocations and, in part from estimated capability to make future allocations on previously developed land. This capability will need to be reviewed in light of urban capacity studies. In order to achieve 50% for the Plan Area the minimum targets for P5/2 will need to be exceeded by some City and District Councils.
- 5.10** The assessment may result in the exclusion of some allocated sites that fail to meet sustainability criteria. However, there are likely to be compensating gains arising from revised density assumptions and a greater contribution from other housing sources, such as conversions and changes of use.

### Policy P5/3 – Density

The density of new housing development will maximise the efficiency in the use of sites, taking into account the following guidelines:

- city centre sites – 50 dwellings or more per hectare;
- sites close to a good range of existing or potential services and facilities or sites with, or the potential for, good public transport accessibility – 40 dwellings or more per hectare;
- other sites – 30 dwellings or more per hectare.

Relevant Key Indicators  
(See Table 11.1)

No. 3

## Density

- 5.11** The housing density targets are aimed at achieving more efficient use of land without detriment to urban or rural character, loss of essential greenspace or landscaping. It is intended that overall density levels will be significantly higher than the average of 25 – 30 dwellings per hectare that have been the case in the past.
- 5.12** In urban areas where opportunities for walking, cycling and using public transport are greater, higher densities can be achieved without loss of public open space by innovative design (see Policy P1/3) and by reducing car parking provision. In some locations significantly more than 50 dwellings per hectare may be appropriate. In more accessible locations, opportunities for car-free housing development should be considered.
- 5.13** However, in many parts of the Structure Plan Area, people are dependent on cars, and parking spaces to accommodate them will be essential. The adoption of improved layout and design standards by the Local Planning Authorities and their implementation through negotiated planning gain agreements with developers will help to promote concentrated, sustainable development. Policy P8/5 provides more detail on parking standards for new developments.
- 5.14** The preparation of Supplementary Planning Guidance, compiled either jointly or by individual city or district councils, is encouraged to promote both higher density solutions and better design. In the case of very small sites of two or three dwellings or in areas of special character, these guidelines may be more flexibly applied.

**Policy P5/4 – Meeting locally identified housing needs**

Local Plans should make provision to meet a locally assessed need for:-

- affordable housing;
- one and two bedroom homes;
- housing suitable for the elderly and those with mobility problems;
- other specific groups, including key workers, students, the homeless, travellers and gypsies.

Relevant Key Indicators  
(See Table 11.1)

No. 2

**Meeting locally identified housing needs**

**5.15** The need for a greater provision of affordable housing in the Cambridgeshire and Peterborough area is widely recognised. In the Cambridge Sub-Region, house prices have been rising faster than incomes, making it impossible for some to compete on the open market for housing, and creating serious recruitment problems for business.

**5.16** House prices have escalated to the point that in some parts of Cambridgeshire, key workers, such as teachers, nurses and those in the emergency services have been priced out. This is having an impact on local service provision.

**5.17** Housing development may be expected to make a contribution to affordable housing provision. Local Plans should include overall targets and individual targets for affordable provision to be negotiated on a site by site basis, in accordance with PPG3 and Circular 6/98 'Planning and Affordable Housing'. The targets set will vary according to the local level of need, although they are likely to be within an indicative range of 30-50%.

**5.18** Affordable housing is taken to include housing for rent, low cost market housing and shared equity housing. Housing provided for sale or for rent below the prevailing market level may be achieved by a contribution from the developer, landowner or other body. It will normally be subject to arrangements that will ensure its availability in perpetuity. Local Planning Authorities will assess the types of housing needed within their areas, which may include housing for people with special needs such as the elderly or handicapped.

**5.19** A large proportion of newly formed households, forecast over the plan period, will comprise one and two persons. Therefore, Local Planning Authorities will make every effort to provide for a higher proportion of one and two bedroom dwellings in affordable and open market categories. This will contribute to securing a better mix and choice of housing types and more varied urban forms, at higher densities.

**5.20** It is particularly important that housing for the elderly and those with limited mobility is located within easy reach of essential services and facilities, and is designed with the particular need of the occupants in mind.

### Policy P5/5 – Homes in Rural Areas

Small-scale housing developments will be permitted in villages only where appropriate, taking into account:

- the need for affordable rural housing;
- the character of the village and its setting; and
- the level of jobs, services, infrastructure and passenger transport provision in the immediate area.

Relevant Key Indicators  
(See Table 11.1)

No. 2

## Homes in rural areas

- 5.21** Large-scale residential development in rural areas is not appropriate because most jobs and services are concentrated in the cities and market towns, and this would tend to encourage more travelling. However, Policy P1/1 allows Local Plans to identify Rural Centres where some development may be appropriate to make a contribution to specified social and economic needs.
- 5.22** This policy allows exceptionally for some additional rural provision on a very small scale (no more than 8 dwellings) where local considerations for individual villages justify small-scale housing development to meet local needs, thus supplementing Policy P1/1. Cumulative developments should be resisted.
- 5.23** Small-scale housing developments can contribute to the social and economic vitality of rural communities. This will be most effective where there is an existing core of local jobs, services and transport services, which are needed to serve new residents.
- 5.24** The release of small sites which would otherwise not be considered for development may be necessary to meet locally identified housing need. This should be supported by a housing needs assessment and a policy clearly defining 'local need' and requiring their retention for those on low – moderate incomes in perpetuity.
- 5.25** In all other circumstances, housing in the countryside beyond the built up areas defined in Local Plans is not considered appropriate.

- Local and strategic partnerships
- Flood defences
- telecommunications




**Supporting development**

**In this chapter of the plan you will find policies on:**

- the provision of development related infrastructure
- local and strategic partnerships
- flood defences
- drainage systems
- telecommunications

### Introduction

-  **6.1** The provision of physical and social infrastructure plays an important role in supporting development. New development will be expected to contribute to the infrastructure needs of the Structure Plan Area. Infrastructure includes a wide range of community facilities, utilities and transport infrastructure, for example: schools, libraries, community and health facilities, police, fire stations, communications, sports and leisure facilities, open space, affordable homes, public transport service improvements, highway access, cycleways and footways, water supply, surface water drainage, flood protection, sewage treatment and recycling facilities.
- 6.2** RPG6 sets a very challenging development target for parts of the Structure Plan Area. There is to be a significant increase in houses and jobs. Infrastructure facilities are required commensurate with this scale of development. In addition to this, there should be a recognition that there is an infrastructure deficit to be made up, arising from inadequate investment in relation to past rates of growth.
- 6.3** The policies take forward the Sustainable Development Strategy in Chapter 1 by:
- supporting and encouraging community facilities and infrastructure generated by new development
  - co-ordinating the provision of appropriate infrastructure at both strategic and local levels.
  - ensuring adequate flood defence and encouraging sustainable drainage
  - providing for telecommunications development

**Policy P6/1 – Development-related Provision**

Development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured, which may be by condition or legal agreement or undertaking.

Local Plans should include appropriate policies and identify the infrastructure requirements in their site-specific policies.

Relevant Key Indicators  
(See Table 11.1)

No. 7

**Development related provision**

- 6.4** The provision of infrastructure and community facilities is important in all new developments. This contributes to sustainable development by ensuring the availability of services to those who need them and by reducing the need to travel and minimising associated traffic and pollution. Local Planning Authorities should include policies in Local Plans and identify all site-specific infrastructure requirements.
- 6.5** To ensure that the necessary provision is made in new development, requirements will be attached as conditions to planning permissions and/or legal agreements, particularly under Section 106 of the Town and Country Planning Act 1990. Guidance on the scope of planning obligations is given in the Department of Environment Circular 1/97 Planning Obligations.
- 6.6** To support the overall development strategy for the Cambridge Sub-Region, a specially commissioned Implementation Study has concluded that a much more co-ordinated approach to infrastructure provision and developer funding will be needed. Further details of the approach in the Cambridge Sub-Region are specified in Policy P9/9.

### Policy P6/2 – Local and Strategic Partnerships

Local Planning Authorities and developers will consult and co-operate with regional and Local Strategic Partnerships to ensure that developments with significant infrastructure implications can be integrated within joint strategies and programmes for infrastructure investment, service provision and community support.

Relevant Key Indicators  
(See Table 11.1)

No. 7

### Policy P6/3 – Flood Defence

If development is permitted in areas where flood protection is required, flood defence measures and design features must give sufficient protection to ensure that an unacceptable risk is not incurred, both locally and elsewhere.

## Local and strategic partnerships

- 6.7 Partnerships formed at a regional and local level can help to support and implement the development strategy. Local Strategic Partnerships (LSPs) will play a key role in the new community planning agenda by preparing the community strategy, which should work with Local Plans towards common objectives. LSPs will involve local authorities, Healthcare and Hospital Trusts, Police, Learning and Skills Council, Further and Higher Education, Central Government, Registered Social Landlords (RSLs), along with representatives of the private, voluntary and community sectors and Parish and Town Councils.
- 6.8 Regional partnerships will involve bodies, such as East of England Development Agency (EEDA), East of England Local Government Conference (EELGC), East of England Regional Assembly (EERA), East of England Sustainable Development Round Table and any Stakeholder Partnership which arises as a result of the Cambridge Sub Region Implementation Study (Other partnerships such as the Greater Peterborough Partnership and the Greater Cambridge Partnership also need to be involved in the process).

## Flood defence

- 6.9 Avoiding the risk of flooding is one of the guiding considerations in development location as stated in Policy P1/2. No new development will be permitted within functional flood plains. However, the required scale of development and the low-lying nature of much of the Structure Plan area may, in some circumstances, result in new development being permitted in areas with a more limited risk of

flooding. When searching for development locations, Local Planning Authorities will follow the risk-based sequential approach in accordance with the precautionary principle, as required in PPG25 Development and Flood Risk (2001). Account must be taken of the likely increase in flood risk over time as a result of the uncertain effects of climate change

- 6.10 New development may reduce the capacity of the available floodplain and potentially impede the flow of flood water thereby increasing the risk of flooding elsewhere. Consideration must therefore be given to areas beyond the development which may be adversely affected.
- 6.11 Local Planning Authorities must ensure that those proposing new development have assessed flood risk and measures to deal with it. The required flood defence measures and design details will be agreed by the Local Planning Authority and the Environment Agency. The provision and maintenance of flood defences that are required because of the development will be funded by the developer.

#### **Policy P6/4 – Drainage**

All new development will be expected to avoid exacerbating flood risk elsewhere by utilising water retention areas and other appropriate forms of Sustainable Drainage Systems (SuDS) for the disposal of surface water run-off.

#### **Policy P6/5 – Telecommunications**

Growth of new and existing telecommunications systems will be encouraged to ensure people have equitable access to a wide range of services and the latest technologies as they become available, and to reduce the need to travel.

### **Drainage**

- 6.12** Surface water run-off from new developments can seriously affect the flow regime and quality of the receiving watercourse. This can contribute to localised and more widespread flooding. SuDS will reduce the rate of flow of surface run-off through infiltration or retention systems, as well as providing an opportunity for removing pollutants prior to entering the watercourse. SuDS may include such methods as swales, soakage lagoons, reed beds, retention ponds, filter strips, infiltration and permeable paving.
- 6.13** In designing SuDS, agreement must be reached between the Environment Agency, Local Planning Authorities, Anglian Water, relevant Internal Drainage Board and the developer regarding the adoption and maintenance of such systems. Where appropriate, developers will be expected to make financial provision towards the long term maintenance of the system through a Section 106 agreement.

### **Telecommunications**

- 6.14** Modern telecommunications contribute to quality of life in two ways. Firstly, access to fast, reliable and cost-effective communications counteracts the effects of geographic remoteness and can increase social inclusion, economic competitiveness and employment opportunities. This is particularly significant in the rural area of North Cambridgeshire. Secondly, modern telecommunications can benefit the environment through reducing the need to travel, for example by home-working, tele-conferencing, distance learning and e-commerce.
- 6.15** Coverage and capacity of broadband services, cable and mobile phone network infrastructure will be encouraged. Wider access to the information and communication technology (ICT) hardware linked to the Internet will also be encouraged. The Cambridgeshire Community Network and the Greater Peterborough Partnership are initiatives to invest in broadband technology to provide fast Internet service.

- Conserving and enhancing biodiversity
- Sustainable waste management
- Countryside Enhancement Areas



## Resources, Environment and Heritage

In this chapter of the plan you will find policies on:

- sites of natural and heritage Interest
- conserving and enhancing biodiversity
- Quiet Countryside Areas
- Landscape Character Areas
- strategies for the urban fringe
- renewable energy generation
- safe and healthy air, land and water
- minerals supply
- location of new sand and gravel Workings
- sustainable waste management
- location of waste management facilities

## Introduction

- 7.1** This chapter sets out the policies for protecting, enhancing and managing the area's environmental assets and resources. These cover a wide spectrum including encouraging energy generation from renewable sources, minerals and waste, environmental quality (pollution), biodiversity and landscape.
- 7.2** The Structure Plan Area contains a wide diversity of landscapes and habitats, including some of national and international importance, for example, the Ouse and Nene Washes. The flat fens in the north and east rise to the limestone areas in the north-west, gently undulating claylands in the west and chalk hills to the south. Man-made waterways and meandering rivers flow across a largely open agricultural landscape.
- 7.3** The pressures of prosperity and growth are creating major challenges for resource management, the environment and the heritage of the Plan area. The policies in this chapter take forward the Sustainable Development Strategy in Chapter 1 by:
- protecting and enhancing sites with special environmental value
  - ensuring new developments are integrated into the landscape as well as man made surroundings
  - improving the quality and distinctiveness of the historic cities, towns and villages
  - reducing pollution arising from new activities and developments
  - encouraging the sustainable use of resources.

## Policy P7/1 – Sites of Natural and Heritage Interest

The following sites will be protected from the adverse effects of development:

- known and potential sites providing habitat for a statutorily protected species;
- nationally listed parklands and gardens,
- regionally important geological sites,
- Local Nature Reserves,
- County and City Wildlife Sites,
- protected roadside verges.

In circumstances where development is necessary, disturbance should be minimised, and mitigating and compensatory measures, including replacement habitat creation and enhancement of existing features, will be required.

## Sites of natural and heritage interest

- 7.4** In addition to the protection afforded to internationally and nationally important nature conservation sites under Policy P1/2, this policy gives protection and seeks enhancement for a wider range of sites. Many of these are locally valued because they contribute to the landscape, historical, geological and/or ecological importance of the area, yet they receive little or no statutory protection.

## Policy P7/2 – Biodiversity

All development will seek to conserve and enhance the biodiversity value of the areas which they affect. Landscape features of major importance to wild fauna and flora will be retained, managed and enhanced. Where damage is unavoidable agreements will be sought to re-create features on or off-site.

Local Plans will identify the key characteristic, rare and vulnerable habitats in their area and include policies to protect and enhance these in accordance with the actions and targets set out in the UK or the Local Biodiversity Action Plans for:

- rivers and wetlands
- trees and woodlands
- dry grasslands.
- farmland
- cities, towns and villages

Relevant Key Indicators  
(See Table 11.1)

No. 18

- 7.5 Local Plans should consider more detailed policies to protect and enhance such sites including;
- all habitats containing rare or threatened species such as Fen Ragwort, Cambridge Milk Parsley, Fen Raft Spider, Reed Leopard Moth, Great Crested Newt, Stone Curlew, Dormouse and Otter.
  - 11 Local Nature Reserves
  - 6 Regionally Important Geological Sites, and
  - around 400 County Wildlife Sites and 100 protected roadside verges.

## Biodiversity

- 7.6 The biodiversity value of the Structure Plan Area has been reduced in recent decades, as many species of plant and animal have been lost as a result of development pressures, and agricultural methods and practices. Existing wildlife habitats are therefore a valuable resource which this policy seeks to conserve and enhance. This policy seeks to ensure protection and enhancement of the wider countryside and not to limit protection to designated sites.

- 7.7 Priority is given to conserving habitats and species which have been identified in UK or Local Biodiversity Action Plans. The policy lists the key themes relevant for this area which cover twenty-seven habitat and 20 species Action Plans. The themes are expanded upon below:

- Rivers and wetlands contain some of the most highly valued habitats in the Plan area.
- Trees and woodlands are comparatively sparse but are vital for habitat diversity. They also have economic value and, in many cases, historic interest.
- Dry grasslands are now very rare in this area although there is scope for the creation of more of this type of habitat on the limestone and former quarry sites.
- Arable farmland is the dominant land use where intensive farming practices have decimated natural habitats and seen the decline of formerly widespread species such as the skylark and brown hare.
- In existing and planned urban areas there is a need to enhance the wildlife value of the built environment for the benefit of local communities.

- 7.8 Where impact on habitats cannot be avoided, mitigation through the provision of replacement habitat will be necessary. Features of particular value are those which can act as 'stepping stones' and provide a continuum of planting for example hedgerows, copses along river corridors and around ponds. Further guidance on mitigating and compensatory measures is given in the 'Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough', which has been developed by the Biodiversity Partnership for Cambridgeshire and Peterborough in conjunction with the Local Planning Authorities.

### Policy P7/3 – Countryside Enhancement Areas

Within Countryside Enhancement Areas particular emphasis will be given to the promotion of schemes for quiet recreation and biodiversity enhancement. The Countryside Enhancement Areas have the potential for undisturbed enjoyment of the countryside and for their landscapes and habitats to be significantly enhanced. Access to them by foot and cycle will be preferred and in the long-term, localities may be identified where motor traffic and other noisy human activity should be discouraged and appropriately managed. The County Council and Peterborough City Council will work with relevant organisations to identify appropriate schemes and other measures required to implement the policy

### Countryside enhancement areas

7.9 The Countryside Enhancement Areas are indicated in Figure 7.1 within the following broad zones;

- the Washes of the Ouse, Nene, and Cam
- the river valleys of the, Granta, Rhee and Kym
- west of Cambridge from Coton towards Papworth Everard
- the limestone areas north-west of Peterborough
- the area of clayland stretching from west of St Neots up to Peterborough
- north of Peterborough, and west of Newborough
- the belt of fenland running south of Ramsey and Chatteris
- the areas of agricultural land and studland to the east around Newmarket
- areas to the south of Cambridge stretching westwards to Gamlingay.
- Huntingdonshire, west of the A1

The recognition of Countryside Enhancement Areas provides the opportunity to prioritise suitable areas for enhancing natural habitats and increasing public enjoyment. Major improvements to biodiversity and countryside access can be concentrated in these areas with the greatest chance of multiple benefits. The areas indicated on Figure 7.1 include existing areas open for public access and which are already recognised for their nature conservation value. They can be linked to the main urban areas and therefore can provide opportunities for the whole population, with benefits for health and recreation. These areas may include some significant development operations, for example sand and gravel extraction at

Needlingworth Wet Fen, but the long-term aim will be to improve access, biodiversity and landscapes. The National Trust also has aspirations to establish conservation and recreational opportunities over farmland areas, as an extension to Wicken Fen. Inevitably, some areas are crossed by major communication routes and the intention here will be to provide safe access to the Countryside Enhancement Areas.



Figure 7.1:  
Countryside  
Enhancement Areas

#### Key

Areas where Biodiversity Enhancement will be sought

- Chalk & Limestone Grassland
- Acid Grassland & Heaths
- Woodland & Hedgerows
- Wet Grassland & Hay Meadows
- Wetland Habitats

Areas where Recreation and Access Schemes will be sought



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**7.10** Policy 42 of RPG6 encourages the creation of Biodiversity Action Plan habitats, especially where the Plan area holds a significant proportion of the UK total. The biodiversity enhancement areas indicated on Figure 7.1 provide details regarding the type of habitat suitable in certain areas and these are where efforts to create large-scale habitats will be concentrated initially. These include the creation of:

- Wetlands around Wicken Fen, Woodwalton and Holme Fen, The Washes
- Wet grassland and hay meadows in the river valleys
- Woodland and hedgerow areas within Peterborough, Huntingdonshire, South Cambridgeshire
- Chalk and Limestone Grassland areas within South Cambridgeshire and Peterborough
- Acid Grassland and Heath around Gamlingay and Kennett.

**7.11** There is potential to improve and increase walking and cycling access in all of the areas. In addition, there may be roads that would be suitable for designation as 'Quiet Lanes' under the Transport Act 2000. These are country lanes where walkers, cyclists and horse-riders are given priority and traffic speeds are reduced. Recreational activities that can be encouraged include angling, sailing, walking, cycling, horse riding, and nature watching.

**7.12** Countryside Enhancement Areas do not preclude other activities appropriate in the countryside nor should they adversely affect the economy of rural areas and adjoining settlements. They should provide an additional opportunity for increased prosperity by attracting more visitors to the countryside. The recognition of Countryside Enhancement Areas should not detract from opportunities to maintain and enhance recreation or habitat diversity in the wider countryside across the Structure Plan Area.

### Policy P7/4 – Landscape

Development must relate sensitively to the local environment and contribute to the sense of place, identity and diversity of the distinct landscape character areas. Local Authorities should carry out Landscape Character Assessments in support of Local Plans.

Figure 7.2:  
Landscape character areas

#### Key

- Claylands
- River Valleys
- North West Limestone
- Peterborough Gravels
- Fenlands
- Cambridge and Peterborough
- Chalklands



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### Landscape

- 7.13 Landscape character areas are shown in Figure 7.2. These areas were identified in the 'Cambridgeshire Landscape Guidelines' and have been adopted by the County Council as Supplementary Planning Guidance. These Guidelines, which offer advice and guidance to all organisations and individuals that influence Cambridgeshire's landscape, will be reviewed in 2002. Local Planning Authorities will be expected to undertake Landscape Character Assessments of their localities and include appropriate landscape policies. Consideration may be given to the identification of areas which require additional protection from impacts of development because of their special landscape character.
- 7.14 Where development is intrinsically unsuited to the character of a particular area it should be resisted. Proposals for prominent structures will only be permitted if they are essential in the countryside and if the location, siting and design minimise adverse impact on the environment. Special attention needs to be paid to:
- the need to integrate proposals with existing landscape features to conserve and enhance local character
  - the scale of the development, its siting, design and the materials and colours used, which must be in sympathy with the surroundings.

#### **Policy P7/5 – Urban Fringe**

Local Planning Authorities will draw up strategies for urban fringe areas where this will assist in maintaining and enhancing their character and conservation value, and in improving public access to the countryside. The strategies will inform Local Plan policies and development briefs.

#### **Urban fringe**

**7.15** Development on the urban fringe and adjoining the countryside requires special consideration because these areas are under greatest pressure to absorb growth and are also most vulnerable to a range of adverse environmental pressures. However, the urban fringe is also a resource. It is important to:

- maintain a clear transition between settlements and the countryside;
- maintain the character of transitional areas, avoiding obtrusive urban edge features or skylines which are a proliferation of masts, towers and similar forms of development whilst recognising that inter-visibility between town and country is often appropriate;
- enhance the appearance of transitional areas with landscape treatment and habitat creation;
- provide for sustainable access through the creation and maintenance of green networks linking urban areas with the countryside.

#### **Historic Built and Archaeological Heritage**

**7.16** The Structure Plan Area has a rich heritage with cities, towns, villages and buildings of architectural interest or historic character. Many settlements include designated Conservation Areas and numerous Listed Buildings. This historic heritage is vulnerable to damage and destruction, and over recent years as

pressure for development and redevelopment has increased, there has often been a conflict with conservation objectives and providing for the needs of a growing population. However, conservation of our heritage can bring economic benefits as it maintains varied and attractive places to live and work, provides historic places to visit and enjoy, and encourages investment and re-use of old buildings. These activities all help to foster a sense of community, which has indirect health benefits. Planning guidance on building and heritage conservation can be found in PPG 15. More detailed policies may be given in Local Plans.

**7.17** Figure 7.3 indicates the areas of rich archaeological interest arising from historic settlements and past agricultural and religious activity. These include a range of Scheduled Ancient Monuments, some of which are significant features in the landscape. However, a high proportion of our archaeological sites lie beneath agricultural land and are liable to damage from agricultural processes, drainage operations, mineral excavation, new road schemes, forestry and development. Lowering of the water table by drainage is also causing damage to sites, particularly in the Fens. Archaeological remains should be seen as a finite, and non-renewable resource, which are important to preserve, whether scheduled or not. Appropriate management is also essential to ensure that they survive in good condition. Planning guidance on Archaeology can be found in PPG 16.

### Policy P7/6 – Renewable Energy Generation

Proposals for generating energy from renewable energy sources such as wind, biomass and solar systems will be favourably considered.

Local Planning Authorities will consider areas of search for generating energy from wind in locations that:

- attain adequate wind speeds
- do not cause unacceptable impact on residential amenity or to the local environment
- can be efficiently connected to new or existing energy demands.

Relevant Key Indicators  
(See Table 11.1)

No. 19

## Energy

7.18 The growing awareness of the need to conserve fossil fuels and recognition of the impacts of climate change has highlighted the need to use energy more efficiently to help reduce greenhouse gas emissions. Policy P1/3 takes account of energy conservation not only in buildings but also through shaping efficient land-use patterns. It seeks to ensure that appropriate energy measures are incorporated into refurbishment and new building schemes and that development is designed to minimise the need to travel.

7.19 At present only 2% of nation's energy comes from renewable sources. The national target is 10% electricity from renewable sources by 2010. A recent report to the East of England Sustainable Round Table has resulted in a proposed target of 14% of electricity generated from all renewable sources by 2016. The report considered that the most significant potential in the Plan area was from wind and biomass sources.

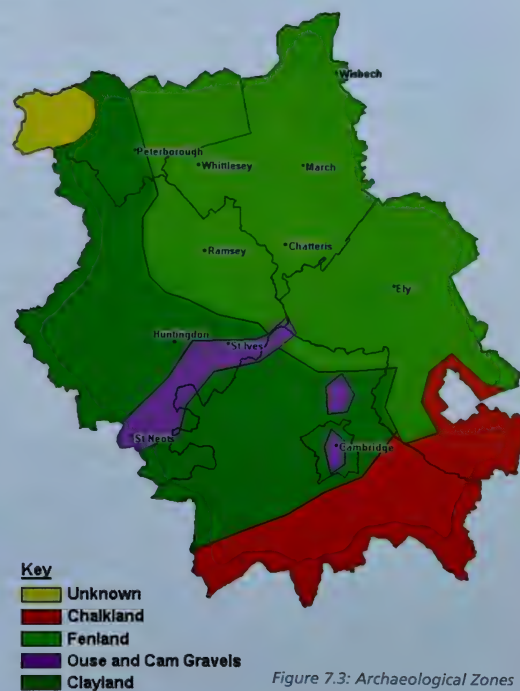


Figure 7.3: Archaeological Zones

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**Policy P7/7 – Safe and healthy air, land and water**

New development will be located and designed to minimise and where possible avoid air, land, and water pollution. Individual and cumulative impacts of development will be taken into account in the consideration of proposals and developers will be expected to take appropriate avoidance and mitigation measures.

Local Planning Authorities should resist proposals that will adversely affect air quality in Air Quality Management Areas.

- 7.20 Supplementary Planning Guidance may be needed to define areas most suitable for generating energy from wind, particularly the potential for development of wind farms. Account should be taken of sensitive landscapes or where radar coverage for aviation may be affected. Local Planning Authorities should consult the Civil Aviation Authority with regards to defining areas of search.
- 7.21 Generation of energy from biomass could help local economies through providing rural employment and farm diversification. Energy plants that intend to use biomass should be located close to their source to avoid traffic generation problems.
- 7.22 Solar technology can easily be incorporated in the construction of new housing, industrial and commercial estates, hospitals and schools. Design guides and Supplementary Planning Guidance produced by local authorities should include advice and encouragement for renewable energy.
- 7.24 Local Planning Authorities have to declare Air Quality Management Areas where national objectives are unlikely to be met by a specified due date. Where new development is likely to put air quality objectives at risk it will be expected to incorporate measures which reduce the need to travel and minimise the use of private cars.
- 7.25 This policy is relevant to the consideration of noisy activities and light pollution which are increasing problems. With regards to development on contaminated land, Local Planning Authorities must ensure that the land is suitable for the intended use before granting planning permission.

**Water Resources**

- 7.26 Policy P1/2 safeguards the quality of water resources including aquifers which form an important part of the local water supply. This resource also needs to be managed very carefully, as the Structure Plan Area is part of the driest region in country. Problems of water supply could be further compounded by the predicted climate changes which would affect both demand for water and its availability, as well as having an impact on water-dependent habitats.

**Safe and healthy air, land and water**

- 7.23 This policy requires a comprehensive assessment of impacts arising from development to air, land and water. It is designed to work in conjunction with Policies P1/2 and P1/3 to ensure the most appropriate location and design of new development to avoid pollution. However, the control of pollution is undertaken by a number of bodies that need to work together to guarantee a healthy environment. The Environment Agency, Local Planning Authorities and District Council Environmental Health departments all have a part to play.

**7.27** This Structure Plan is consistent with the Environment Agency's Water Resources Strategy, published in March 2001, which looks some 25 years ahead and considers the water needs of both the environment and of society through ensuring:

- (i) development is not permitted ahead of secure water supplies;
- (ii) account is taken of the availability of existing developed water resources where there is a choice of;
- (iii) the use of innovative approaches and opportunities to build in water efficiency;
- (iv) incorporating water resource management measures; including sustainable urban drainage and waste water re-use.

**7.28** Within the Structure Plan Area the use of on-farm winter storage facilities of water to increase water efficiency and recycling is appropriate on a small scale where it would serve the needs of individual farm. Proposals for provision on much larger scale, such as co-operative reservoirs, may conflict with mineral policies and the need to protect minerals banks.

### Minerals

**7.29** Current production levels for aggregates in the Structure Plan Area are around 2.6 million tonnes of sand and gravel and 0.6 million tonnes of oolitic limestone per annum. Other important minerals worked include Oxford Clay, to supply the Whittlesey Brickworks, chalk and clay for cement manufacture at Barrington, and smaller chalk and limestone deposits for agricultural and specialist industrial uses. In

addition there are permitted reserves of silica sand for industrial purposes, although none are currently being worked.

**7.30** Mineral extraction inevitably results in heavy commercial vehicle movements. Such movements can have a significant impact on the locality, especially where this occurs on unsuitable roads. Policy P8/11 seeks to ensure suitable access to the primary route network where significant lorry traffic is likely to arise from new and extended sites. Although there are very limited opportunities for transferring local aggregate distribution to rail or water in this area, Policy P/11 encourages this more sustainable form of transport. However, this must not result in extended journey lengths for the material or encourage additional export of mineral from the Structure Plan Area. Through the Minerals Local Plan potential rail depots and mineral wharfs will be identified and safeguarded to facilitate necessary long haul distribution of minerals by means other than road.

**7.31** National guidance already exists in some detail to guide the restoration of mineral workings requiring sites to be restored to beneficial afteruses such as forestry, agriculture, nature conservation and amenity. Policies elsewhere in this Plan ensure restoration schemes will make a positive contribution to biodiversity (through the Biodiversity Action Plan for Mineral Workings), whilst safeguarding the long term potential of best and most versatile agricultural land and delivering benefits to the local community.

#### Policy P7/8 – Minerals Supply

Provision will be made through the Minerals Local Plan and planning permissions will be granted throughout the Plan period to ensure that:

- a) the proportion of overall aggregate supply met from secondary and recycled aggregates is increased and an appropriate landbank of permitted aggregate reserves is maintained to meet local, regional and national needs;
- b) permitted reserves of non-aggregate minerals are maintained to meet the needs of the particular industry that utilises them.

#### Policy P7/9 – Location of new Sand and Gravel Workings

Where there is a proven need to release additional reserves of sand and gravel within the Structure Plan period, extensions to existing sites will be identified and permitted in areas outside the Nene and Ouse river valleys.

### Minerals supply

- 7.32** Minerals are of vital importance to the economy, and ensuring adequate supply is therefore crucial. However, the supply of minerals must always be balanced against the need to protect the environment, and to minimise impacts to acceptable levels. Secondary and recycled aggregates are an increasingly important element of aggregate supply and use of these will be encouraged in order to conserve primary aggregate reserves, for instance through material specifications for new development (see Policy P1/3). In order to facilitate the steady supply of these materials, sites for their recovery and processing will be identified through the Minerals and Waste Local Plans.
- 7.33** Minerals Planning Guidance Note 6 (MPG6) 'Guidelines for Aggregate Production in England' currently advises mineral planning authorities that a landbank sufficient for at least 7 years sand and gravel extraction should be identified. This is the appropriate landbank figure for the Plan area. However, MPG6 is under review, and consequently current advice may change. Additional regional guidance following the advice of the Regional Aggregates Working Party (RAWP) is also likely to be available following the publication of MPG6.
- 7.34** MPG6 advises that for crushed rock a longer landbank period may be appropriate, owing to the greater capital investment and lead times involved in bringing a quarry into production. In the case of the oolitic limestone deposits in the north west of the Structure Plan Area, it is considered that the lead in time and capital investment involved in the

establishment of a quarry are similar to those for a sand and gravel quarry. Consequently the same landbank period for limestone is planned as for aggregate uses.

- 7.35** When considering the need to identify or permit additional reserves of non aggregate minerals, recent levels of national and regional production and the extent of current permitted reserves will be taken into account. In addition, account will be taken of the need to secure sufficient mineral reserves to justify substantial new investment in existing and new fixed plant.

### New sand and gravel workings

- 7.36** Extensive areas of both the Nene and Ouse river valleys have been the subject of past sand and gravel extraction. Many of the former workings have been flooded to form extensive areas of water bodies. In order to protect the remaining areas of undisturbed river valley landscapes and in particular floodplain meadows, preference will now be given to the exploitation of alternative sand gravel reserves. This policy applies to the Nene and Ouse river valley areas shown in Figure 7.2.

#### **Policy P7/10 – Sustainable Waste Management**

New proposals for waste management facilities will be favourably considered where they achieve the Best Practicable Environmental Option, taking into account international obligations, national policy, regional and local policy, the principle of regional self-sufficiency, the proximity principle, and the waste hierarchy.

#### **Policy P7/11 – Location of Waste Management Facilities**

Major waste management facilities, other than landfill, should be located within or near to Cambridge, Peterborough and the Market Towns and other major sources of waste arisings to create a network of facilities to accommodate local needs.

Proposals for major new developments, including that of the new settlement, will be required to make adequate provision for strategic and/or local waste management facilities.

### **Waste**

**7.37** Currently approximately 3 million tonnes of waste per annum requires management with Cambridgeshire and Peterborough. This comprises 2.5 million tonnes of waste arising within the Structure Plan area and a further 0.6 million tonnes of waste imported for disposal. Over 85% of industrial, commercial and household waste and around 55% of inert waste currently goes to landfill. Both the European Landfill Directive and the Waste Strategy 2000 require the proportion of wastes from all sources going to landfill to decrease substantially in the next fifteen years.

### **Sustainable waste management**

**7.38** In order to meet European and national targets for the diversion of waste away from landfill, new facilities for the recovery of reusable materials, composting of organic wastes, and the recovery of value, will need to be developed. The need for waste facilities within the East of England Region will be highlighted by the Regional Waste Strategy, which is being developed by the Regional Waste Technical Advisory Body (RWTAB).

**7.39** The joint Municipal Waste Strategy being developed by Cambridgeshire County Council, Peterborough City Council, and the District Councils will be adopted during the life of this Plan and will become a material planning consideration.

### **Location of waste management facilities**

**7.40** Major waste management facilities should be located either within or close to the major sources of waste in the area. The scale and range of the waste management treatment facilities necessary will be largely dependent upon the size of the settlement to be served i.e. it is expected that significantly larger and more comprehensive facilities will be required to serve Cambridge and Peterborough. In order to accommodate the needs of rural settlements there is a need for a range of smaller scale facilities. These should contribute toward the sorting and recovery of materials prior to onward transfer of waste for treatment and final disposal at major waste management facilities.

**7.41** If national and international targets for waste management are to be achieved, there is a need to consider how waste arisings might be collected and dealt with as part of planning for new development.

- Transport investment priorities
  - Improving rail services
  - Promoting travel Plans



## **Movement and Access**

**In this chapter of the plan you will find policies on:**

- Promoting sustainable travel and integration between land use and transport
- Promoting Area Transport Plans and travel plans
- Managing demand for car travel
- Providing appropriate levels of car parking
- Improving bus and community transport services
- Improving rail services
- Encouraging walking and cycling
- Improving the Public Rights of Way network
- Transport investment priorities
- Encouraging sustainable distribution (movement of goods)
- Making reservations of land for Freight Interchange

### Introduction

- 8.1** Transport is important in all of our lives. It allows us to access the facilities that we need such as jobs, shopping and leisure and it plays an important part in our overall quality of life. A safe, efficient and integrated transport system is also important to support a strong and growing economy.
- 8.2** However, in Cambridgeshire and Peterborough, increases in the ability to travel and particularly in the way that we travel, have not come without a price. While cars in particular have brought great benefits, the way they are used is causing congestion, thereby reducing convenience for all. This also has economic implications – undermining competitiveness, and environmental effects – adding to local air pollution, which is damaging to health and contributing towards climate change.
- 8.3** New development has a significant influence on how and where we travel. It is important therefore, that the linkages between land use and transport are recognised and that the land use policies seek to create development patterns that minimise the need to travel and allow people to have a choice of how they travel. This is particularly important given the acknowledged infrastructure deficit that exists within the Structure Plan Area. It is essential that, through development, this Plan should address that deficit and improve mobility and accessibility across the Plan Area. Particular problems exist in accessing Cambridge, Peterborough and some of the larger market towns although there are significant problems, albeit of a different nature, in the rural areas as well.
- 8.4** It is also essential that, through influencing the location and nature of new development, improved provision is made for those who currently do not have access to private transport, to reduce social exclusion, and the health benefits of sustainable travel are emphasised. Through good design and by influencing how people travel, overall safety can be improved. In short, whilst transport is a means to an end, it has a vital role to play in achieving many other policy objectives and shaping the framework for sustainable development.
- 8.5** Government guidance on transport as expressed in the White Paper 'A New Deal For Transport: Better for Everyone' (July 1998) requires Local Authorities to deliver integrated transport policies. In particular, there should be integration:

- within and between different types of transport;
- with the environment;
- with land use planning; and
- with policies for education, health and wealth creation.

**8.6** At a local level, key transport policy objectives have been established through the Cambridgeshire and Peterborough Local Transport Plans (LTPs) which cover the period 2001-2006. PPG12 requires the two way links between the LTPs and Development plans to be recognised and for there to be consistency between the two. The key themes contained within the LTPs are to:

- develop integrated and sustainable transport;
- promote travel choice and encourage use of appropriate forms of transport but with an emphasis on walking, cycling and bus use;
- improve safety;
- maintain and operate effective transport networks.

**8.7** Many of the most challenging transport challenges are in and around the main urban areas. However, the policy response must also recognise the diversity and rural nature of much of the Plan Area. Across the Plan Area, the emphasis will be on providing accessibility to facilities that people need and on personal mobility. This will be particularly important in the more remote areas such as North Cambridgeshire where social exclusion as a result of a lack of transport provision is a particular problem. Specifically in the urban areas, the emphasis will also be on promoting travel by means other than the car to minimise the environmental impact of travel and providing real travel choice.

**8.8** The availability of transport has wide impacts. Good, reliable and affordable travel is vital for personal well-being. It can combat social exclusion by allowing people to play a full part in their communities and has knock on effects in promoting healthy living and

community safety. Access to employment is also vital if economic prosperity is to develop and spread to the less prosperous parts of the Structure Plan Area. However, the first objective is to minimise the need to travel through improved land-use policies.

**8.9** The primary means of integrating land use and transport planning is through influencing the location, scale, density, design and mix of land uses as well as planning and providing appropriate infrastructure. Combined, these will help to reduce the need to travel, reduce the length of journeys and make it safer and easier to access jobs, shopping, leisure and services by public transport, walking and cycling. This chapter sets out a series of policies that establish how land use and transport decisions will be integrated and the strategy for transport provision over the Structure Plan period.

**8.10** The policies in this chapter take forward the Sustainable Development Strategy in Chapter 1 by:

- Seeking to improve the links between land use and transport
- Encouraging sustainable modes of transport such as walking and cycling
- Requiring new development to make provision for integrated and improved transport infrastructure
- Ensuring the demand for car travel is managed through the introduction of appropriate measures
- Setting out the elements which will improve bus and community transport services
- Encouraging the transfer of freight to be undertaken by sustainable modes of transport

**Policy P8/1 – Sustainable development – links between land use and transport**

New development will not be permitted unless it:

- is located in areas that are highly accessible by public transport, cycle and on foot;
- is designed to reduce the need to travel, particularly by car;
- provides opportunities for travel choice;
- provides for the needs of pedestrians, cyclists and bus users;
- provides appropriate access from the highway network that does not compromise safety.

Relevant Key Indicators  
(See Table 11.1)

No. 8

8.11 The following policies have been formulated taking into account Government guidance and the results of consultation. Policies P8/1 to P8/9 cover the broad guidance for transport and development over the Structure Plan Area and policies P8/10 to P8/11 state how improvements to the transport network will be delivered.

8.12 Because of the wide ranging influence of transport, there are many linkages with other chapters of the Plan, particularly minimising the need to travel, promoting sustainable movement and managing the environmental impact of transport infrastructure.

**Sustainable development – links between land use and transport**

8.13 Integration of land use and transport planning is at the heart of achieving sustainable development. Development that is well located to transport systems and other developed areas will maximise the opportunities for people to use a range of travel modes. Developments of an appropriate scale and which contain mixed uses or complement other nearby developments will contribute towards a reduction in the need to travel and distances travelled. Cycling, walking and public transport use will also be increased if new developments are well designed and provide safe and convenient routes. Mobility, particularly for those who do not have access to private transport, will be increased, energy consumption will be reduced and health improved.

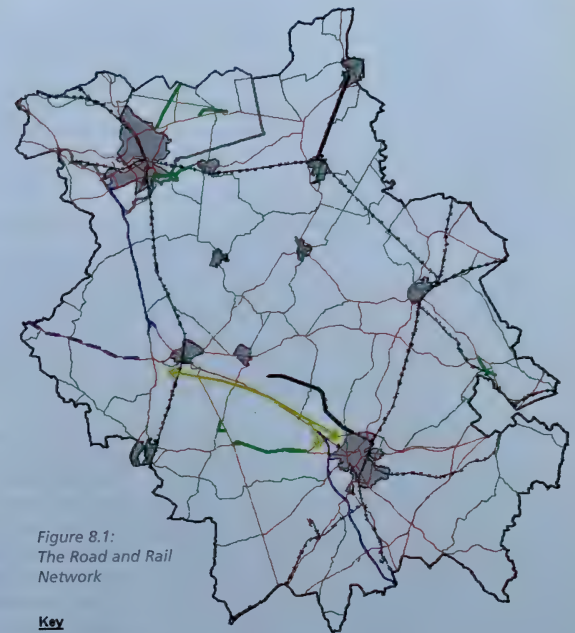


Figure 8.1:  
The Road and Rail  
Network

**Key**

- Motorways
- A Roads (Including Trunk Roads)
- B Roads
- Market Towns
- Railway Lines
- Railway Lines Currently Out of Use
- Highway Improvements
- Junction Improvements
- Multi-Modal Transport Improvements as Supported and Recommended by the Regional Planning Body

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#### Policy P8/2 – Implementing sustainable transport in new development

New development will be required to make provision for integrated and improved transport infrastructure through financial contributions and direct improvements to transport networks, to increase the ability to move by cycle, public transport and on foot.

Travel Plans will be required to accompany new non residential developments and expansion of existing non residential developments as a means of reducing car dependency and promoting alternative modes of travel.

Relevant Key Indicators  
(See Table 11.1)

No. 7

#### Implementing sustainable transport in new development

- 8.14 The creation of truly sustainable and integrated development will come about through a combination of location, good design and by working in partnership with developers to improve the transport network. Development proposals will be the subject of comprehensive assessments to identify the extent to which these objectives are being met and how they should contribute towards the wider transport and land use aspirations of this Plan.
- 8.15 Mitigation of impact and improvements to sustainable travel networks will be secured through developer contributions and direct provision of infrastructure or transport services. In Cambridge, Peterborough and the Market Towns, contributions towards transport improvements may be sought through Area Transport Plans (see Policy P8/3).
- 8.16 Travel Plans are a vital strand in the promotion of sustainable development. They should be robust documents and establish baseline travel characteristics for new or expanded development, influence future modal split, establish a monitoring regime by which the success of the plan can be measured and a means of enforcing the targets should they not be met. Existing organisations should also be encouraged to prepare Travel Plans. Development thresholds for the preparation of Travel Plans and the types of development to which they should apply will be established through Local Plans.
- 8.17 The policy is applicable only to new developments and extensions to existing developments, but by encouraging overall improvements to the transport system, it will also benefit existing communities.

#### Policy P8/3 – Area Transport Plans

Area Transport Plans will be developed for Cambridge, Peterborough and the Market Towns, along with their surrounding areas. These will identify transport improvements to be made over the Plan period and provide the basis for identifying transport contributions that will need to be made by developers.

#### Policy P8/4 – Managing demand for car travel

Local Planning Authorities will introduce appropriate measures to manage the demand for car travel into and within Cambridge, Peterborough and the Market Towns. These measures may include:

- Reallocation of roadscape to be used by public transport, pedestrians and cyclists;
- Restrictions on access by the private car;
- Fiscal measures.

### Area transport plans

- 8.18** Area Transport Plans can be used to link increased demand on the transport network to infrastructure requirements to meet those needs and thus promote development in sustainable locations. They will prove particularly beneficial in identifying infrastructure improvements that should be sought in relation to new development to support the overall objectives of this Plan. Local Planning Authorities will be encouraged to extend this concept to other parts of the Structure Plan area. For Market Towns, Transport Strategies will be prepared which also take account of Town Centre Strategies, as set out in Policy P3/1.

### Managing demand for car travel

- 8.19** Increases in prosperity and car ownership mean that in certain areas, particularly Cambridge and some of the Market Towns, it is not possible to accommodate further increases in car use without significant increases in congestion. This results in other problems including increased pollution and is an inefficient use of the available infrastructure. In other areas, it would be desirable to reduce use of the car. For these reasons it will be necessary through the development process to manage car use and in some areas to introduce measures that restrict access by car. In doing this, it is important that overall accessibility is maintained through improvements to other modes of travel.

**Policy P8/5 – Provision of parking**

Parking standards for all new development will be expressed as maximum standards and will be set in Local Plans. Lower levels of parking provision may be required:

- where means of travel other than the private car are available or can be provided
- where the need for high density development associated with central facilities limits the potential for car parking.

In Cambridge, Peterborough and the Market Towns, parking standards for non residential development should not exceed the standards specified in PPG 13.

**Provision of parking**

- 8.20** The setting of appropriate car parking standards is an essential tool to manage car travel. By setting maximum standards, Local Planning Authorities will be able to apply stricter standards to developments that are particularly well accessed by alternatives to the car or where such improvements will be provided as part of the development. Parking standards should also include required levels of secure cycle and motorcycle parking to promote use of these modes and required levels of disabled car parking.
- 8.21** For residential developments, the absence of a requirement for minimum on site parking provision means that car free and car reduced housing may be developed and could be promoted in appropriate locations.
- 8.22** For non-residential development, the availability of parking at trip destinations is critical in shaping the transport and travel characteristics of sites. Where the level of transport accessibility is high for non-car modes then the level of on-site car parking should be reduced below local standards as a means of achieving high modal share for public transport, cycling and walking.
- 8.23** RPG6 specifies that a full Regional Transport Strategy should set a regional context for measures to manage public parking stock including the use of pricing mechanisms to encourage alternative travel modes.

### Policy P8/6 – Improving bus and community transport services

High quality public transport services\* will be identified in bus strategies and developed across Cambridgeshire and Peterborough. Key elements will include:

- a network of high quality bus services within urban areas of Cambridge and Peterborough, with priority over other motor traffic;
- high frequency, direct services concentrated on main corridors between the cities and the market towns, with segregated lanes and bus

priorities where required to avoid congestion;

- good local services for market towns and feeder services linking rural areas to urban centres;
- community transport to meet social needs in rural areas.

New development will be designed to maximise accessibility by bus and will be required to contribute towards these elements.

\*A High Quality Public Transport Service is defined as one that provides at least a 10 minute bus frequency during the peak periods and a 20 minute frequency inter peak. If a parallel rail service of half hourly frequency is provided, the service would meet the high quality standard if the accompanying bus service was at least 15 minute frequency in the peak periods and 30 minute frequency inter peak. During evenings and weekends, lower frequencies are likely to prevail.

Relevant Key Indicators  
(See Table 11.1)

No. 9

### Policy P8/7 – Improvements to rail services

Local Authorities will work closely with the rail industry to bring forward service enhancements and new infrastructure to increase rail use and the proportion of freight moved by rail. Priority will be given to improvements which are feasible to serve existing and planned developments or which will effect a significant transfer from road based travel.

### Improving bus and community transport services

- 8.24 Continuous improvement of the service is expected with vehicles of modern low floor/easy access being provided along with timetable, travel information and ticketing, exploiting new proven technology where possible.
- 8.25 Buses represent the main alternative to car travel for many journeys in the Structure Plan Area. It is necessary, however, to ensure that services can demonstrate long-term viability and thus appropriate service provision must be made, particularly in respect of the rural areas where Community Transport may be more viable.
- 8.26 In the major urban areas, the focus should be on creating a network of high quality public transport that is fast, frequent and reliable and provides links to surrounding market towns. High capacity segregated services should be provided into Cambridge from the north and south, along corridors of particular demand (see policy P8/10 and P10/7).

8.27 High quality public transport services will be developed in conjunction with the new settlement (policy P9/4) and other major developments, such that services are available when development commences to ensure that the environmental impact is minimised and a culture of public transport usage is established.

8.28 Improved bus services and Community Transport have an important role to play in reducing social exclusion, increasing life chances and promoting health.

8.29 The Local Planning Authorities should welcome support for the exploitation and development of contemporary environmentally friendly technologies, in the design and specification of buses used for conventional and community transport services.

### Improving rail services

- 8.30 Improvements to the rail network have a local, regional and national impact. The rail network currently provides commuting opportunities both into and out of the Structure Plan Area but in some areas, is reaching capacity and in others does not provide facilities in the most appropriate locations.
- 8.31 Whilst the majority of improvements to rail infrastructure and services will be made by the rail industry, Local Planning Authorities have an important role in establishing the priorities for improvements and ensuring that linkages are made with the development strategy. Accordingly, in appropriate circumstances, development should be promoted along rail corridors and contributions should be sought from developers towards enhancements to the rail network (see policies P8/1 and P8/2).
- 8.32 Improved facilities for rail freight will have significant environmental benefits by reducing the amount of traffic on the roads. Routing strategies and new infrastructure (see policy P8/11) should be promoted with the rail industry to secure such benefits.

### Policy P8/8 – Encouraging walking and cycling

The capacity, quality and safety of walking and cycling networks will be increased to promote their use, minimise motorised travel and to realise health improvements. All new development must provide safe and convenient pedestrian and cycle environments including adequate cycle parking, and contribute towards the wider encouragement of cycling and walking.

### Policy P8/9 – Provision of public rights of way

The use of the public rights of way network will be encouraged by:

- Protecting the existing definitive map routes from development;
- Integrating new and existing routes into new development;
- Providing links to key activities in town and village centres, and to educational establishments and public open spaces.

Local Highway Authorities will continue to update and review the definitive map.

## Walking and cycling

**8.33** A significant proportion of journeys are under two miles and thus have the potential to be made by cycle or on foot. However, across the Structure Plan Area, only a small number of journeys are made in this way although in many cases, they could be made more quickly and conveniently by cycle or on foot. This is due to inadequate facilities for cyclists and pedestrians in some areas and a lack of awareness of the benefits of cycling and walking.

**8.34** In the past, new developments have not made adequate provision for pedestrians and cyclists. This policy aims to ensure a joined up approach with developments making appropriate provision that ties in with existing and developing cycle routes, and the Local Planning Authorities enhancing the quality, safety and capacity of the cycling and walking networks. Policy P1/3 gives guidance on the design of new development to encourage walking and cycling, this should be applied to all new development including new schools. Measures such as Travel Plans (policy P8/2) should also be used to encourage cycling and walking.

**8.35** Both Cambridgeshire and Peterborough have produced cycling and walking strategies through their LTPs. Partnerships between Local Authorities, Police, Local Health/Primary Care Trusts and developers will be necessary to implement the objectives of those strategies and bring about the objectives of this policy.

## Provision of public rights of way

**8.36** The Countryside and Rights of Way Act (CROW Act, 2000) sets out new statutory rights of access on foot to open country and registered common land. The County Council as Highway Authority will set up Local Access forums, (under Section 94 of the CROW Act),

that will advise on the improvement of public access for recreation and enjoyment. Public Rights of Way comprise approximately the same length of highway network as roads in the County. Further detail on safe access in the countryside is in Policy P4/2.

**8.37** There are opportunities to develop parts of the PROW network as key links in specific Safer Routes/Journeys to School and Travel Plan projects. It is a priority of the Local Authorities that appropriate improvements to the surfacing, lighting and general security are undertaken.

## Transport investment priorities

**8.38** The transport priorities will be implemented with funding from both public and private sectors. The list of schemes in policy P8/10 should be used to guide location decisions, directing development to sustainable locations where a range of travel choices are available, and to determine transport schemes that will be required to make particular developments acceptable. The relationship between individual developments and transport infrastructure and services is contained in Chapter 9 – the Strategy for the Cambridge Sub-Region and Chapter 10 – Peterborough and North Cambridgeshire.

**8.39** Priorities for investment in transport will be determined, taking a balanced view of the economic, environmental, safety, accessibility and integration impacts. Assessments will be in accordance with Government advice in the 'New Approach to Appraisal'/'Guidance on Methodology for Multi-modal Studies' (NATA/GOMMMS).

### Policy P8/10 – Transport investment priorities

Implementation of the following transport Schemes will be sought over the Structure Plan period to meet strategic requirements and the needs of major developments: -

#### Rapid Transit

- a rapid transit system to serve key centres in the Cambridge Sub-Region, initially between Cambridge and Huntingdon utilising the former St Ives railway line and between Trumpington and Cambridge city centre

#### Multi Modal Studies

Schemes being considered by the multi-modal studies. These studies cover the A14 Cambridge to Huntingdon (CHUMMS) corridor, the A47 Norwich to Peterborough corridor and the London and South Midlands (LSMMS). Priority will be given to

- on and off line improvements to the A14 to dual 3 lane standard and other agreed measures proposed by the CHUMMS multi modal study
- improvements on the A428 corridor between Cambridge and St Neots (A1)
- all other schemes recommended by the studies

#### Buses

Development of a comprehensive and high quality network of bus services across the Structure Plan Area comprising:

- a network of high quality bus services from Market Towns and Rural Centres into Cambridge and Peterborough and local services for intermediate areas
- improved links between the Market Towns and their rural hinterlands
- provision of improved travel information across the Structure Plan Area including real time information
- bus priorities on key radial routes into Cambridge, Peterborough and the market towns
- designation of Primary Public Transport Corridors in Peterborough
- park and ride sites in Cambridge, Peterborough, Market Towns and other locations

#### Rail

The provision of enhanced local rail services and improved links to the wider rail network

Strategic schemes:

- West Anglia Route Modernisation and enhancements

- completion of Thameslink 2000
- East Coast Mainline upgrade and Peterborough station improvements
- Improvements to the Felixstowe – Nuneaton rail route, including:
  - upgrading to increase freight capacity
  - electrification and station enhancements between Ely and Peterborough
- East West Rail route through Cambridge

#### Local Schemes

- major Improvement to Cambridge station including additional platforms and passenger facilities
- Chesterton rail station and interchange including link to the rapid transit system utilising the former St Ives railway line
- a new rail station at Hampton
- upgrade of Whittlesey station
- Addenbrooke's rail station
- improved station facilities\* and access for the disabled

\*such schemes include the possibility of a new station in the north of Peterborough at Walton

\*\*both of these schemes will be retained unless construction has commenced at the time of adoption of the Structure Plan

# Policy P8/10 – Transport investment priorities

## Cycling and walking

Measures to increase the capacity and safety of pedestrian and cycle routes.

- extension of the Core Traffic Scheme and pedestrianisation with appropriate facilities for cyclists in Cambridge
- completion of 'Sustrans' long distance cycle network
- completion of cycle networks within, around and to Cambridge, Peterborough, Market Towns and Rural Centres
- cycle and footpath links between villages

## Interchanges

Improvements that will increase the efficient operation of the whole transport system.

- rural transport interchanges close to or between Cambridge and the Market Towns
- new and improved high quality interchange facilities in Cambridge City Centre, Peterborough, Market Towns and other locations

- new high quality bus/rail interchanges at Cambridge and Peterborough rail stations
- interchanges on the Cambridge to Huntingdon rapid transit system

## Local roads

Localised and strategic improvements to reduce environmental impact, improve safety and efficiency and maintain economic prosperity.

- A605 Peterborough To Whittlesey Schemes, including Stanground Bypass and Kings Dyke bridge (to replace level crossing), Whittlesey
- A1073 Spalding to Eye improvement, (jointly between Peterborough and Lincolnshire County Council)
- A142 Ely Southern link road
- A142 Fordham Bypass\*\*
- A1198 Papworth Everard Bypass\*\*
- other Bypasses with significant environmental benefits
- A10 route improvements including replacement of Foxton level crossing by a bridge

- Peterborough parkway junction improvements
- Addenbrookes – M11 access link

## Trunk roads

- A14 West Of A1, Junction Improvements
- A428 Caxton Common to Hardwick (includes developer contribution)
- A47 Thorney Bypass
- short term Trunk Road schemes yet to be identified as part of the Route Management Programmes

During the Structure Plan period, attention will be given to localised safety, environmental and congestion issues on the remainder of the highway network. Support for individual Transport Schemes will be subject to the outcome of scheme appraisals and availability of funding where they contribute towards the objectives of this plan and targets established through the Local Transport Plans.

Relevant Key Indicators  
(See Table 11.1)

No. 9

**Policy P8/11 – Provision for the movement of freight, lorry parking, reserving land for rail freight interchange**

The transfer of freight from road to rail or water will be encouraged. Where this is not possible, provision will be made for the efficient movement of heavy goods vehicles on primary and distributor roads with minimum environmental disruption, and avoiding environmentally sensitive areas.

Land at Alconbury Airfield, identified in Policy P2/3, is suitable for a major rail facility.

Rail depots and private rail sidings for the transshipment of freight including sites that cease to be used will be protected in Local Plans.

Sites should be identified in Local Plans for transshipment depots and lorry parks where there is an identified need.

**Policy P8/12 – Air Services**

The need for additional regional airport capacity is being investigated and if a requirement is identified, a suitable location will be sought

**Provision for the movement of freight, lorry parking, reserving land for rail freight interchange**

- 8.40 RPG6 contains policies seeking to encourage the movement of freight by rail and water. An inter-modal interchange south east of Ely serves Cambridgeshire and surrounding area. There is further scope for developing rail freight if direct rail connections can be provided to industrial development.
- 8.41 The SRA outlines criteria for choosing sites in their Freight Strategy which include:
- to be of sufficient size and configuration;
  - to have existing rail connection, or to be economical to provide;
  - situated away from incompatible land uses;
  - adjacent to customer(s) served.
- 8.42 Rail depots and freight transfer/interchange sites will be identified through the LTP process and protected in Local Plans.
- 8.43 The potential for transfer of freight to water is limited, but encouragement will be given to the activities of the Port of Wisbech and value of the River Nene for freight will be kept under review.

**Air Services**

- 8.44 Current Government studies into the need for additional airport capacity in the South East (SERAS) help to define the future role of Stansted and include a consideration of regional airport policy. Additionally, the local planning authorities in Cambridgeshire and Peterborough are considering the potential for Cambridge Airport to be accommodated on a more suitable site taking into account the long term need for air facilities. This includes the potential for Cambridge Airport to be accommodated on a more suitable site. When these studies are complete, it will be necessary to consider whether a regional airport facility is required in the Plan area

- The Cambridge Green Belt
- Location of new settlement
- Managing economic development



## Strategy for the Cambridge Sub-region

**In this chapter of the plan you will find policies on:**

- Setting out the overall development strategy
- Setting out the housing distribution including;
- development within Cambridge City
- development on the edge of Cambridge
- development in market towns
- Maintaining a Green Belt around Cambridge, including a review of current Green Belt boundaries
- Indicating the role and location of a new settlement
- Supporting employment provision in market towns
- Giving priority to economic regeneration of Chatteris
- Promoting high tech clusters
- Requiring selective management of economic development
- Ensuring the provision of necessary supporting infrastructure
- Setting out the transport strategy
- Supporting the regional shopping function

### Introduction

- 9.1 The Cambridge Sub-Region is defined in RPG6. It consists of Cambridge and the ring of market towns surrounding it (see Figure 9.1). Although the boundary of the Sub-Region and the influence of Cambridge extend beyond the Cambridgeshire boundary into parts of Essex, Hertfordshire and Suffolk, the policies in this Plan apply only to Cambridgeshire.

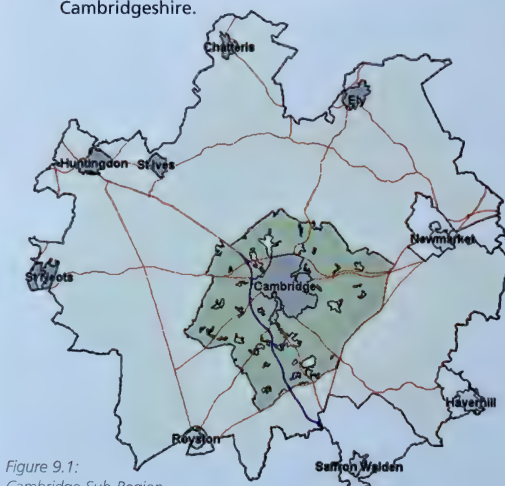


Figure 9.1:  
Cambridge Sub-Region

- Key**
- Cambridge Sub Region within Cambridgeshire
  - Cambridge Sub Region Boundary
  - Cambridgeshire County Boundary
  - Green Belt
  - Market Towns
  - Market Towns within the County
  - Market Towns outside the County and within the Sub Region

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- 9.2 The Sub-Region is the focus for a dynamic economy founded on a strong service sector, an international reputation as a centre for education and research and rapidly growing clusters of high technology industries. These have strong links to Cambridge University, the advanced medical care, teaching and research facilities at Addenbrooke's Hospital and a range of leading-edge research centres. New business formation and inward investment is high.
- 9.3 RPG6 has set out a clear expectation for the Cambridge Sub-Region. The Sub-Region is to develop further as a leader in education, research and knowledge based industry whilst protecting the historic character and environmental qualities of the area. The guidance establishes the overall level of development to be achieved together with a sequential approach to identifying sustainable locations for development. The strategy must accommodate an increased proportion of the overall housing development for the Structure Plan Area.
- 9.4 The strategy set out in this chapter translates the guidance into a strategy for development in the Cambridge Sub-Region to 2016 and beyond. It takes forward the Sustainable Development Strategy in Chapter 1 by:
- Providing for the Cambridge Sub-Region to accommodate continued expansion whilst restoring the balance of jobs and housing.
  - Providing for most new homes, employment, facilities and services within or as an extension to Cambridge, in a new settlement at Longstanton/Oakington and in the market towns.

- Providing an increased proportion of affordable homes and housing for key workers.
- Protecting the character and setting of Cambridge through the maintenance of the Cambridge Green Belt subject to the identification of locations for expansion, both within the Plan period and in the longer term.
- Supporting the expansion of high technology industries.
- Ensuring the provision of infrastructure to support new development.

### **Recent Trends**

- 9.5 Job growth within the Sub-Region has been high, averaging over 4,000 per year. Most growth has been concentrated in Cambridge and South Cambridgeshire, mainly on the fringe of the City. There has also been significant growth in and around Huntingdon.
- 9.6 Approximately 60% of new housing development in the Structure Plan area has been occurring within the Cambridge Sub-Region in recent years. House building has been at the rate of 2,000 per year since 1991.
- 9.7 Previous policies have sought to protect the historic character of Cambridge by dispersing housing to villages and towns beyond the Cambridge Green Belt. However, efforts to limit employment growth within and close to Cambridge and to encourage spin-out to other centres have only partially succeeded. There is now some cluster development in the market towns.

However, job growth has outstripped house building in the immediate vicinity of Cambridge and house price rises have been some of the highest in the Structure Plan Area over the last 5 years. In consequence, many of those employed in Cambridge live some distance away resulting in longer distance mainly car borne commuting. The planning framework which nurtured the emergence of the Sub-Region as the home of the 'Cambridge Phenomenon' is no longer sustainable.

- 9.8 A major problem has been the lack of investment in infrastructure to support economic and population growth in the Sub-Region. The provision of social, affordable and key worker housing has fallen well behind needs, resulting in skill shortages and recruitment difficulties. Public transport infrastructure has improved, but is inadequate to meet current needs and falls a long way short of future requirements. Other service infrastructure including health facilities, will also need to be developed together with future housing development. Consequently the Sub-Region is experiencing increasing difficulties that affect its ability to grow and prosper as a leading centre of research and development and to provide an acceptable quality of life for its inhabitants.

### Vision for the Cambridge Sub-Region

9.9 The strategy for the Cambridge Sub-Region incorporates the key elements of the vision in Regional Planning Guidance and is more fully developed here. The strategy:-

- a) Recognises and develops the role of Cambridge as a world leader in research and technology, supports the expansion of high technology and knowledge-based clusters, and fosters their spread beyond the Sub-Region. The benefits of economic growth will also be spread to market towns and beyond.
- b) Achieves a more sustainable balance between homes and jobs, as a greater proportion of housing development than previously will be concentrated in or near to Cambridge. Identifies one new settlement to be established to serve the needs of Cambridge and the immediately surrounding area.
- c) Co-ordinates and brings forward investment in infrastructure for transport, education, health and other key services to remedy the existing deficit in the Sub-Region and provide for new development.
- d) Provides new homes, major employment and business development in locations well served by public transport, primarily in or close to Cambridge, in a new settlement and in the market towns. New development will be high quality reflecting the leading edge economy of the Sub-Region but responding to existing town and countryside character.
- e) Promotes housing of a high standard of design with the right mix of housing types, affordable to those in need and providing for key workers, both in the leading sectors of the economy and in support services.
- f) Supports investment in the facilities and retail potential of Cambridge City centre, where accessibility by sustainable modes is to be enhanced, with potential for smaller sub-centres for shops, administrative services, culture and leisure especially in areas of substantial new housing;
- g) Maintains the intimate character, heritage, high quality environment within Cambridge. The landscape setting of Cambridge is to be maintained and enhanced and its relationship with the countryside ensured.
- h) Improves the balance between housing and jobs where development takes place in Market towns and larger villages, spreads the benefits of economic growth and reduces travel. The establishment of High Quality Public Transport links with Market Towns is supported.
- i) Supports the future viability of rural areas, with the role/function of each settlement strengthened and landscape setting and key environmental qualities maintained and enhanced.
- j) Provides flexibility for development beyond 2016. The rate of growth is to be continually monitored. Planning and investment programmes will be adjusted according to the emerging needs of the Sub-Region.

**Policy P9/1 – Development  
Strategy– Cambridge  
Sub-Region**

The strategy for the Cambridge Sub-Region is to provide for sustainable development to fulfil the needs of the local population, and to support the continued growth of research and development, and the knowledge based economy. New high quality housing, mixed-use development and major transport investment will be integrated with the existing physical and social structure, whilst protecting and enhancing the environmental qualities of the area.

**Achieving the Strategy**

- 9.10 The achievement of the strategy set out in this chapter within the timescale suggested by Regional Planning Guidance will require continuation of the close working between all the Local Planning Authorities in the Sub-Region and other key stakeholders. It will also require the adoption of innovative approaches to the development process in order to achieve a co-ordinated approach across the different Local Planning Authorities and avoid delay in implementing the strategy.

**Development strategy**

- 9.11 The strategy for the Structure Plan period is focussed on improving the relationship between homes and jobs in the Cambridge Sub-Region. There is a need to provide more homes close to Cambridge, especially homes which are affordable and those which meet the needs of key workers, to enable more people to have the opportunity to live closer to where they work. This means that the strategy will concentrate initially on locating an increasing proportion of housing within the Cambridge Sub-Region.
- 9.12 Cambridge and its surrounding villages are recognised as providing an attractive living environment which contributes to the economic success of the area. This attractive environment will be protected and where possible enhanced.
- 9.13 At the same time, opportunities for spreading the benefits of economic growth from the Cambridge Sub-Region to other parts of the Structure Plan Area and beyond, will be sought.

**Policy P9/2 – Housing Distribution – Cambridge Sub-Region**

Provision will be made for the construction of 47,500 homes in the Sub-Region between 1999 and 2016, to be distributed as follows;

District	Cambridge City	South Cambs	East Cambs	Huntingdonshire	Fenland	Total
Dwellings to be accommodated						
Within the built up area of Cambridge	6,500	2,400				8,900
On the edge of Cambridge subject to review of Green Belt boundary	6,000	2,000				8,000
In a new settlement at Longstanton/Oakington		6,000				6,000
In market towns and rural centres		5,500	3,500	6,500	1,500	17,000
Elsewhere in the Sub-Region -no more than		4,100	2,500	1,000		7,600
<b>Total</b>	<b>12,500</b>	<b>20,000</b>	<b>6,000</b>	<b>7,500</b>	<b>1,500</b>	<b>47,500</b>

Cambridge City and South Cambridgeshire will work together to determine the most appropriate form and phasing of development on the edge of Cambridge, in order to meet the overall requirement for housing within Cambridge and in locations which are subject to Green Belt review.

Provision in local plans will set out the phasing of development during the Plan period and allow for development needs continuing beyond 2016.

30% or more of the new housing in the Sub-Region will be affordable. All housing developments will be expected to contribute to this provision. Housing and employment developments will additionally make provision for key worker housing where appropriate.

Housing growth south of Cambridge will be limited in order to restrict development which is likely to lead to long distance commuting.

**Relevant Key Indicator**

No. 1  
No. 2  
No. 3

**9.14** In order to reach the RPG housing requirement there would be a need to increase the rate of house building in the Sub-Region from 2,000 per annum to 2,800. This means there needs to be a shift in the pattern of development within the Structure Plan Area and that the share of new development taking place within the Cambridge Sub-Region will change from 60% to about 70%.

**9.15** Policy P9/2 sets out the housing distribution within the Sub-Region following the RPG sequence. Development within the built up area of Cambridge includes development on the Northern Fringe which has previously been removed from the Cambridge Green Belt. P9/2 must be read in conjunction P5/1 which sets out the house building requirement in each local authority area as a whole. Within the Sub-Region, 53,000 new homes are needed between 1996 and 2016. Taking into account those already built, around 47,500 are needed for the remainder of the Structure Plan period.

- 9.16 Housing requirements are linked to the expected population growth in the Sub-Region, taking into account anticipated job growth, in-migration and household size. If housing does not come forward at the rate anticipated, this will be considered with other factors such as the strength of the economy, state of the housing market and demographic change, in order to determine an appropriate response (see Policy P1/4).
- 9.17 Local Planning Authorities will take account of the policies in Chapter 1 in determining the phasing of development to ensure that the most sustainable sites are developed first, subject to availability. There is a necessity for joint authority working on phasing so that sites are brought forward in a co-ordinated manner.
- 9.18 Policy P9/2 includes a requirement for at least 30% affordable housing because needs are significant throughout the Sub-Region and are particularly great in close proximity to Cambridge. In addition, key worker housing is needed for those employed locally who, whilst not eligible for subsidised housing cannot afford to buy locally on the open market, leading to recruitment difficulties and unsustainable travel patterns. Existing businesses and those which establish or expand in the Sub-Region will be expected to explore the opportunities to help their workforce live nearer to their place of work by providing or contributing to provision of suitable housing. The term 'affordable housing' is defined in relation to Policy P5/4.
- 9.19 The housing figures in Policy P9/2 include only those existing commitments which are regarded at this stage as sustainable in the light of guidance in PPG3. In order to meet the total figures as set out in Policy P9/2 further allocations in the order of 21,500 dwellings will be required.
- 9.20 The remainder is either committed or expected to come forward in the form of 'windfall' development. (either small sites of up to 8 dwellings or larger sites using previously developed land). In order to facilitate a shift towards the development strategy set out in this chapter, Local Planning Authorities are expected to carry out a review of commitments in accordance with Policy P1/4.
- 9.21 The overall figures take account of the contribution from changes of use or conversions of existing buildings and so will not be entirely comprised of new building. In recent years approximately 9% of new homes have come from these sources. During the Plan period this can be expected to increase as guidance in PPG3 (Housing) on making most effective use of land and buildings takes effect.

#### Policy P9/3a – Green Belt

A Green Belt will be maintained around Cambridge for the purpose of defining the extent of its urban growth, preserving its unique character, maintaining the quality of its setting and preventing communities in the environs of Cambridge from merging into one another and with Cambridge.

Within the Green Belt, new development, including change of use, will be limited to that required for agriculture and forestry, outdoor sport, cemeteries, or other uses appropriate to a rural area.

The Local Planning Authorities will jointly draw up strategies for the active management of the Green Belt for biodiversity, outdoor recreation, and farm diversification appropriate to the Green Belt.

#### Policy P9/3b – Review of Green Belt boundaries

Local plans will identify the boundaries of land to be released from the Green Belt to serve the long-term development needs of Cambridge, as indicated in the Key Diagram and set out in Policy P9/3c. In determining the boundaries of the areas to be released from the Green Belt the Local Planning Authorities will:

- retain any areas required to maintain the essential purposes of the redefined Green Belt as set out in P9/3a;
- provide green separation between existing villages and any urban expansion of Cambridge;
- ensure the protection of green corridors running from open countryside into the urban area.

The Local Planning Authorities will review the outer boundary of the Green Belt to determine if additional areas can be identified which serve the purposes of the Cambridge Green Belt and should be included within it.

The outer boundary of the Green Belt will be extended in the vicinity of Oakington in order to prevent coalescence with the new settlement at Longstanton/Oakington,

- 9.22 There will be limited development in smaller settlements. This should be mainly confined to commitments and windfalls in sustainable locations and other small scale development meeting local needs in accordance with P5/5.

#### Green Belt

- 9.23 Local Plans will include detailed revisions to the Green Belt boundary based on the overall strategy indicated by Policy P9/3. Locations are identified for major housing areas and for strategic expansion of employment including development to accommodate Addenbrooke's Hospital '2020 Vision' and the longer term expansion of the University of Cambridge. Housing areas will be supported by necessary facilities including shopping. Any retail component should not exceed 10,000 sq metres of comparison floorspace (see para 9.55).

- 9.24 The City will grow considerably over the next 30 years and that growth must be in accordance with the principles of sustainable development. Cambridge will have a thriving historic centre accompanied by four expanded communities on the Northern Fringe, in West Cambridge, at Addenbrooke's and in East Cambridge. The new areas will be compact, mixed developments with efficient use of land, improved connections between housing, jobs, amenities and services and a very high quality of urban design. It may be appropriate to prepare a Master Plan to cover the whole of each of the expanded communities

- 9.25 Development will be underpinned by locally available employment opportunities and a full range of infrastructure with new public transport systems for Cambridge integrating the new communities into the City. These links will extend to the market towns, the new settlement and other sustainable developments which share with Cambridge in the expansion of high technology clusters and transport improvements.

- 9.26 Realisation of the vision will require a clear view of the long-term developments within a redefined inner Green Belt boundary and will also require careful phasing. An early study involving all the local authorities will be commissioned to define the contribution which land to the east of Barnwell Road can make whilst preserving the fundamental purposes of the Green Belt. Particular attention will be given to protecting the special character of Cambridge, maintaining its setting and preventing coalescence. It will also be essential to maintain the village character of both Teversham and Fulbourn. The study will define what contribution this land will make to the City as a whole and to ensure optimum use is made of the airport itself. This study will be concluded in time for consideration at the Examination in Public.

### Policy P9/3c – Location and Phasing of Development Land to be released from the Green Belt

Local plans will make provision for housing and mixed-use development on land to be released from the Green Belt.

Subject to a flexible approach to the phasing of land-release within the Plan, Monitor and Manage approach set out in Chapter 11:

- the following locations should be considered for the early commencement of development:
- North of Newmarket Road
- North of Cherry Hinton
- Cambridge Airport (subject to availability this is a priority for development at a high density)
- South and west of Addenbrooke's Hospital (subject to the retention of a green corridor on the west running from the Shelford area into Cambridge north of Long Road)
- Clay Farm and areas east and south of Trumpington

Other locations should be reserved for development when required as follows (subject to an assessment of the impact of transport improvements on the A14 corridor and the new settlement):

- Between Madingley Road and Huntingdon Road (predominantly University-related uses)
- Between Huntingdon Road and Histon Road

Land east of Cambridge Airport is to be safeguarded for development after 2016 and only developed following the substantial development of Cambridge Airport and provided that a joint study shows it can

be developed whilst maintaining the fundamental purposes of the Green Belt.

These areas will:

- Promote a sustainable and spatially concentrated pattern of locations for development and sustainable travel patterns
- Allow scope for, rather than constrain, continuing development beyond 2016;

whilst protecting and enhancing the historic character and setting of Cambridge and the important environmental qualities of the surrounding area.

These areas will include locations for the 8,000 dwellings which will be required by 2016 and will be subject to:

- Sustainability assessments
- securing transport improvements including those identified in Policy P9/10,
- securing provision of other infrastructure as appropriate,
- enhancement to landscape, habitat creation and opportunities for recreation within and adjoining the development areas

Master Plans or Design Frameworks will be prepared for all these sites by or on behalf of the relevant local planning authority (or jointly by both authorities where development areas straddle administrative boundaries) in conjunction with Cambridgeshire County Council. In particular:

- 1 A Master Plan will be prepared for the southern fringe of the city as a whole which recognises the interdependence of the Addenbrooke's, Clay Farm and Trumpington Sites;
- 2 A Master Plan will be prepared for the eastern sector as a whole including the land to the north of Newmarket Road, the land north of Cherry Hinton, Cambridge Airport and land to its east.

These two 'strategic' Master Plans should be in place before the commencement of any development in their respective areas and should include provision for early landscaping, recreation access and biodiversity improvements, including areas which may not be programmed for development until after 2016.

Phasing policies will be set out in Local Plans (see Policy P9/2) which will be conditional upon changing circumstances and the availability of preferred locations. The criteria for phasing are:

- 1 previously developed land which is available for development;
- 2 locations meeting the need for key worker housing and direct support for high tech clusters;
- 3 linked development that brings forward shared infrastructure;
- 4 priority for the most sustainable locations amongst the remaining areas.

Land that is not required for development before 2016 will be designated as safeguarded land for development after that date.

Relevant Key Indicator

No. 6

9.27 Release of strategic Green Belt locations before 2016 will be dependent on their becoming available for development and a Master Plan being agreed by the Local Planning Authority. This will cover, amongst other things, the provision of sustainable transport links, all community services and facilities including health services and design requirements as indicated by Policy P1/3.

9.28 The review of the inner Green Belt boundary must also consider longer term development needs. Local Planning Authorities will be expected to consider requirements beyond 2016 and identify areas to be safeguarded to meet those needs. Whilst it is not possible to forecast longer term needs with any accuracy, it is assumed that development on a scale similar to the requirements up to 2016 would provide an appropriate framework for the longer term.

9.29 Local plan reviews may also include an examination of the outer boundaries of the Green Belt which may result in additional areas being included within the Green Belt. Such areas must contribute to the purposes of the Cambridge Green Belt.

### New Settlement

9.30 The location at Longstanton/Oakington was selected on the basis of an assessment of the criteria included in RPG6 together with those used in the Cambridge Sub-Region Study and additional information which became available subsequently. Key criteria included;

- Proximity to Cambridge
- Proximity to employment
- Located on or facilitating the provision of High Quality Public Transport

- Ability to avoid or overcome problems of drainage, flooding or water supply
- The avoidance of high grade agricultural land and other areas of environmental importance
- Ability to make maximum use of brownfield land.
- Ease of providing infrastructure
- Potential to grow beyond 2016.

9.31 The main purpose of the new settlement is to provide housing for workers in and near Cambridge enabling a better and more sustainable balance between homes and jobs. Therefore the settlement should not become a new Sub-Regional centre or provide the focus for large-scale inward investment which would not otherwise need to be located in the Sub-Region. It can provide for jobs directly related to the provision of services within the new settlement, relocation of existing employment and an alternative location for high technology and research based businesses needing to expand or establish within the Sub-Region (See Policy P2/3).

9.32 The new settlement is a key component of the strategy for the Sub-Region. In order that it makes a contribution to the housing requirement for the period to 2016 it is essential that a start is made on site by 2006. To achieve a greater degree of self-containment and make a longer term contribution to the development needs of the Sub-Region, the new settlement should have capacity to grow beyond 6,000 dwellings after 2016. An ultimate size of 10,000 dwellings or thereabouts is considered appropriate. The Master-Plan for Longstanton/Oakington should indicate the planned ultimate size of the development.

#### Policy P9/4 – New Settlement

A sustainable high quality settlement will be built at Longstanton/Oakington, located to the east of Longstanton and to the north of Oakington so that the development makes best use previously developed land at Oakington Airfield and can be well served by a rapid transit system based on the St Ives railway line. Provision will be made to enable development on the site to be started by 2006, with a substantial contribution to housing requirements by 2010.

The new settlement will be planned to accommodate 6,000 dwellings by 2016, with capacity ultimately for 8,000 to 10,000 dwellings in order to make a significant contribution to the longer-term needs of the Sub-Region.

The main role of the new settlement will be as a small town closely linked to Cambridge, helping to meet Sub-Regional housing needs and with high quality public transport links to Cambridge and to St Ives and Huntingdon. The new settlement will provide a well designed residential environment with social infrastructure, town centre and local facilities limited in size to cater for the needs of the settlement rather than any wider area.

There will be green separation between the new development and existing communities to maintain the village character of Longstanton and Oakington. The Green Belt will be extended to help achieve this in the vicinity of Oakington. (see Policy P9/3b)

Employment at the new settlement will primarily serve local needs and the needs of the Sub-Region, (see Policies P2/3 and P9/8), including possible relocations from Cambridge.

Prior to the commencement of development, infrastructure requirements will be identified, their provision and timing secured in accordance with Policies P6/1 and P9/9 (Infrastructure Provision) and set out in a Master Plan approved by the Local Planning Authority in partnership with the County Council and local communities.

key elements will be:

- High quality public transport link to main employment and other key locations in Cambridge as set out in Policy P9/10
- Road links/road improvements as set out in Policy P9/10
- Affordable and key worker housing
- Secondary school and primary schools
- Health facilities
- Shopping facilities
- Other community and social infrastructure e.g., library, social services and community development, police and fire.
- Recreation, including rights of way.
- An appropriate waste management facility
- Flood control and Sustainable Drainage systems will be required to avoid any additional risk and to mitigate current flood risks affecting Oakington village.

The standard of development will be an example of excellence in the creation of a sustainable settlement (Policy P1/3) and will promote the Sub-Region as a leader in technological innovation and high quality built environment.

#### Policy P9/5 – Market Towns – Cambridge Sub-Region

Land will be identified for the expansion of employment in the Market Towns of the Cambridge Sub-Region where this will improve the balance of jobs and homes or assist in the expansion of high technology or business clusters in accordance with Policies P2/4 and P9/7.

Local plans should make additional allocations for housing in Market Towns within the guidelines of Policy P9/2. Towns with particular potential for additional residential development are Huntingdon and St Neots and to a lesser extent in Ely.

Relevant Key Indicator

No. 10

9.33 The delivery of the new settlement together with other major elements of the Sub-Regional strategy will be overseen by a Stakeholder Partnership, which will co-ordinate programme and delivery of key infrastructure as well as the built development. The County Council, Local Planning Authorities and key stakeholders in the Sub-Region would be represented in the Partnership.

9.34 The preparation of an agreed Master Plan will be essential in ensuring the new settlement achieves its objectives for high quality sustainable growth within the challenging timescale set by RPG6. The Master Plan will indicate the location of main land-uses, key infrastructure and design principles. More detailed design briefs will be required for individual phases of development.

9.35 Design considerations are of particular significance in relation to the new settlement which will set a standard for the Sub-Region as a whole. Policy P1/3 sets out the requirements for sustainable design in new development generally. This will be carefully applied to the new settlement and worked up in more detail through the Master Plan and subsequent design briefs for particular phases.

especially to Cambridge. Therefore these towns should be the focus of new job growth where this can be achieved.

9.37 In the main, housing development in market towns will be on sites which already have planning permission or are allocated in local plans. However, additional new housing land needs to be found to meet RPG requirements. Huntingdon and St Neots have been identified through the Cambridge Sub-Region Study as having potential for additional housing growth. These towns are identified for housing growth in Policy P9/5 in order to meet the needs of the number of new households expected to form in Huntingdonshire over the Plan period. The majority of growth at Ely is already identified within allocations or has planning permission, P9/2 allows for a small amount of additional new development.

#### Market Towns

9.36 It would be appropriate to enable additional employment growth where it can best improve the balance between housing and employment in the Sub-Region. Market Towns and their hinterlands currently experience significant out-commuting,

#### Policy P9/6 – Economic Regeneration of Chatteris

Chatteris will be given priority for economic regeneration in the Cambridge Sub-Region and further housing allocations will be dependent on improving job prospects.

Relevant Key Indicator

No. 10

#### Policy P9/7 – Promotion of Clusters

The development and expansion of high technology clusters in the Cambridge Sub-Region will be supported in accordance with Policy P2/4 by making specific provision for development in the following categories:

- research and development
- computer services;
- electronic engineering
- biotechnology and biomedical;
- medicine;
- information technology/telecommunications;
- other high technology clusters as they emerge.

#### Economic regeneration

- 9.38 Chatteris has a relatively weak economy and will therefore be the focus for measures to improve economic prosperity and where possible accommodate jobs relocated from Cambridge. Some additional housing growth will assist the town in its role as a stepping-stone for development towards the Fens. The majority of the new housing indicated in Policy P9/2 is already identified as either planning permissions or allocations. New development over and above this level should be phased in relation to anticipated job growth.

#### Previously Established New Settlements (PENS) and Rural Centres

- 9.39 The RPG strategy suggests looking to larger villages and Previously Established New Settlements (PENS), such as Bar Hill and Cambourne, as part of the last stage in the search sequence for new development in the Sub-Region. However, the strategy has accommodated most housing development in Market Towns or the earlier more sustainable stages of the development sequence. Therefore any additional housing allocations in larger villages or PENS is likely to be on a relatively small scale. In identifying Rural Centres in accordance with Policy P1/1 local planning authorities should consider whether the 'Larger Villages' identified in the Cambridge Sub-Region Study ought to be classified as Rural Centres.

#### Promotion of Clusters

- 9.40 The Cambridge Sub-Region is the focus of one of the more remarkable groupings of high technology and research clusters in the UK. These are to be fostered in the national interest and to promote the further growth of the local and regional economies.
- 9.41 Local Planning Authorities can assist the development and expansion of the clusters of high-tech firms in the Sub-Region by identifying suitable sites and premises for small firms to start up and expand. More mature clusters of research and development activity may have significant land requirements if they are to meet their full potential – for example biomedical research at Addenbrookes, or University related facilities in West Cambridge. Urban sites with good quality public transport will provide the most sustainable locations.
- 9.42 Where possible cluster development should be encouraged in the Market Towns where suitable labour is available. If there are opportunities for linkages and partnerships with existing or emerging clusters outside the Sub-Region, these should be pursued.
- 9.43 Chapter 2 contains a general policy (P2/4) promoting cluster development throughout the whole Structure Plan Area. Policy P9/7 should be read in conjunction with the guidance in Chapter 2.

#### Policy P9/8 – Selective Management of Employment Development

Development proposals for new employment in and close to Cambridge must demonstrate that they fall into one or more of the following categories:

- a) high technology and related industries and services concerned primarily with research and development, which can show a special need to be closely related to the Universities or other established research facilities or associated services in the Cambridge Area.
- b) other industries which would contribute to a greater range of local employment opportunities, especially where this takes advantage of, or contributes to the development of, particular locally based skills and expertise.
- c) the provision of office or other development providing an essential service for Cambridge as a local or Sub-Regional centre.

Employment development in the Cambridge Sub-Region will only be considered outside these categories in relation to Policies P9/5 and P9/6 for the Market Towns and the Strategic Employment Location at Alconbury Airfield. (P2/3)

#### Selective Management of Employment Development

- 9.44 Employment land in and close to Cambridge will be reserved for development which can demonstrate a clear need to be located in the area in order to serve local requirements or contribute to the continuing success of the Sub-Region. Exceptionally, office style employment serving a regional function may be located within the Sub-Region. Firms that do not meet these criteria will be encouraged to locate elsewhere.
- 9.45 In the market towns and particularly in Chatteris, pressure on employment land is not so great and the approach will be less selective.
- 9.46 Where new or expanded employment provides jobs widening the range of locally available opportunities, this will be looked on favourably, especially where there is a predominance of high tech jobs and this can help redress the balance.
- 9.47 Employment land already identified is assessed as sufficient to accommodate the majority of forecast job growth. Any additional land which needs to be allocated should follow the development strategy and Policy P2/3. However, Local Planning Authorities will be expected to reconsider these commitments, in the light of the revised strategy and allocate land which is better located in relation to the Sustainable Development Strategy and sustainability principles (see Policies P1/1, P2/2 and P2/3).

#### Policy P9/9 – Infrastructure Provision

A comprehensive approach will be adopted to secure infrastructure needed to support the development strategy for the Cambridge Sub-Region. Sources of funding and land holdings will be brought together within a co-ordinated infrastructure programme to be delivered by a partnership constituted by the local authorities and other key stakeholders. The programme will encompass:

- transport
- affordable and key worker housing
- education
- health care
- other community facilities
- environmental improvements
- waste management
- water, flood control and drainage
- other utilities and telecommunications.

All development will be expected to make provision for infrastructure accommodating local impacts and also contributing to the needs of the Sub-Region as a whole. This provision is to be delivered through the joint partnership mechanism. Local plans will indicate major infrastructure requirements and any implications for the phasing of development. A commitment to the provision of associated infrastructure will be required before development is permitted.

Relevant Key Indicator

No. 7

#### Infrastructure provision

- 9.48** A much more co-ordinated approach to infrastructure provision and developer funding will be needed if the requirements of RPG6 are to be met within the timescale proposed in the guidance. This is likely to require the creation of a Stakeholder Partnership to deliver programmes of infrastructure linked to the implementation of the development strategy. This approach would draw together local and central government, utilities, service delivery agencies, the private sector and developers.
- 9.49** A mixture of funding will be needed which maximises the contribution from all sources. This is likely to include private funding by utility companies, Private Finance Initiative funding for transportation projects and healthcare projects, Section 106 contributions for affordable housing, education and other community facilities, social housing grant via the Housing Corporation and support for other transport infrastructure through the Local Transport Plan.
- 9.50** Local plans will be expected to reflect infrastructure requirements set out in the Structure Plan. Where appropriate, additional detail of requirements should be included in order to provide developers with more certainty of what supporting infrastructure will be required.

### Policy P9/10 – Cambridge Sub-Region Transport Strategy

Within the transport strategy for the Cambridge Sub-Region, improvements to transport infrastructure will be required to enable new development to proceed. The improvements listed below will be in addition to developer provision of:

- more widespread improvements in facilities for walking and cycling,
- improvements to public transport
- localised highway improvement schemes required to provide access to new development
- infrastructure improvements to achieve safer travel and improved mobility for the disabled.

#### Cambridge

To support the development of the Cambridge Northern Fringe;

- Chesterton rail station including link to rapid transit system utilising the former St Ives Railway line
- Significantly improved road, cycle and pedestrian access.

#### Green Belt

To support locations subject to Green Belt review;

- Local high quality improvements to walking, cycling and bus facilities will be required at all of the sites listed in Policy P9/3c.

In addition to these transport requirements, the following sites will also require;

North of Cherry Hinton

- New access road/distributor, Cambridge Airport;
- Rapid transit link to city centre and wider system;
- New interchange on A14, replacing Fen Ditton interchange linked to Airport Way and any additional requirements identified in the joint study of the eastern sector;

South and west of Addenbrooke's Hospital;

- Rapid transit linked to wider system;
- Access road from Hauxton Road to Clay Farm and Addenbrooke's;

Clay Farm and area to the north of Shelford;

- Rapid transit linked to wider system;
- Access road from Hauxton Road to Clay Farm and Addenbrooke's.

#### New Settlement at Longstanton/Oakington

- Rapid transit link along the former St Ives Railway line to provide a High Quality Public Transport service into the City centre with links to Trumpington and Addenbrooke's. Links also to be provided to St Ives and Huntingdon.
- Other improvements to the bus network serving Longstanton/Oakington.

- Improved road access to A14
- Cycle route alongside Cambridge to St Ives railway line.
- On and off line improvements to the A14 to dual 3 lane standard, local parallel road(s) and other agreed measures proposed by the CHUMMS multi modal study.

#### Market Towns, Previously Established New Settlements and Rural Centres

To support development in Huntingdon;

- Improved bus services related to development locations
- on and off line improvements to the A14 to dual 3 lane standard and other agreed measures proposed by the CHUMMS multi modal study, including rapid transit link from Huntingdon to Cambridge.

To support development in St Neots;

- Improved bus services related to development locations
- improvements on the A428 corridor between Cambridge and St Neots (A1).
- Local transport improvements including where appropriate, rural interchanges, bus priority measures, and other schemes to be brought forward through Market Town Transport Strategies.

#### Relevant Key Indicators

No. 8

No. 17

**Policy P9/11 – Retail Provision  
– Cambridge**

There will be no further need or requirement for major Sub-Regional shopping provision in the Structure Plan period, other than approximately 30,000 sq m. of shopping development within the central area of Cambridge City which has been granted permission.

In the event that this development does not proceed, any alternative floorspace provision proposed must not exceed 30,000 sq m. It should be high quality, easily accessible to the whole Cambridge Sub-Region by public transport, including park and ride, and within the City by cycling and walking.

Outside the City Centre policies P3/1 and P3/2 apply.

**Transport strategy**

- 9.51** The schemes mentioned in Policy P9/10 are specifically required to support the development strategy. The transport strategy for the Structure Plan Area as a whole, including the Cambridge Sub-Region, is set out in Chapter 8 'Movement and Access'. All transport schemes will be expected to support the overall Sustainable Development Strategy and also to encourage the use of more sustainable travel modes.
- 9.52** Developments which are dependent on a particular transport improvement can only proceed when the specified transport improvement or an equally satisfactory alternative has been secured.

**Retail provision**

- 9.53** Forecast need for additional shopping floorspace within the Structure Plan period is expected to be met by the Grand Arcade scheme which now has planning permission and is expected to commence in 2002/3. There will be no requirement for major additional floorspace beyond this scheme and Phase 3 of the Grafton Centre. Together these schemes provide approximately 30,000 sq m. of high quality shopping development within the central areas of Cambridge City which will be easily accessible to the whole Cambridge Sub-Region by public transport, including park and ride, and within the City by cycling and walking.
- 9.54** This provision does not preclude redevelopment or reorganisation of existing shops to improve the overall attractiveness of the centre or cater for changing demand or requirements of shoppers.

- 9.55** Major shopping provision is considered to be any proposal of more than 1,400 sq metres convenience floorspace or in excess of 10,000 sq metres of comparison shopping floorspace, or which together with other nearby development or proposals will exceed these thresholds. Proposals over 20,000 sq metres are required to be referred to the Secretary of State in any event.
- 9.56** Market towns in the Sub-Region are covered by the policies of Chapter 3 'City, Town and Rural Centres'. Little additional shopping floorspace is likely to be required in the market towns within the Structure Plan period. The attractiveness, vitality and unique character of the market towns should be enhanced through any regeneration opportunities which present themselves. Integrated town centre strategies can set the overall context for individual measures.
- 9.57** There will be a need for shopping provision in the new settlement (see Policy P9/4). This should be of an appropriate nature and scale to meet the local needs of its residents, but not have an adverse impact on any of the established centres covered by Policy P3/1.

- Distribution of housing
- Economic growth in Peterborough
- Transport strategy in rural areas



## Strategy for Peterborough & North Cambridgeshire

**In this chapter of the plan you will find policies on:**

- the distribution of housing in Peterborough and North Cambridgeshire
- encouraging economic and social regeneration
- the role of market towns
- economic growth in Peterborough
- economic growth in Hampton
- retail Development in Peterborough
- the transport strategy for Peterborough, the market towns and rural areas

### Introduction

**10.1** This chapter sets out the strategy for the Peterborough and North Cambridgeshire area (See Figure 10.1). This area is dominated by Peterborough. It is the largest City within the Structure Plan area and a key city within the region with an important role in leading the success of the North Cambridgeshire area. The area has a number of economic strengths. Peterborough is a key location in the national rail network and an important interchange between the north/south East Coast Main Line and east/west routes and only 45 minutes from London by rail.

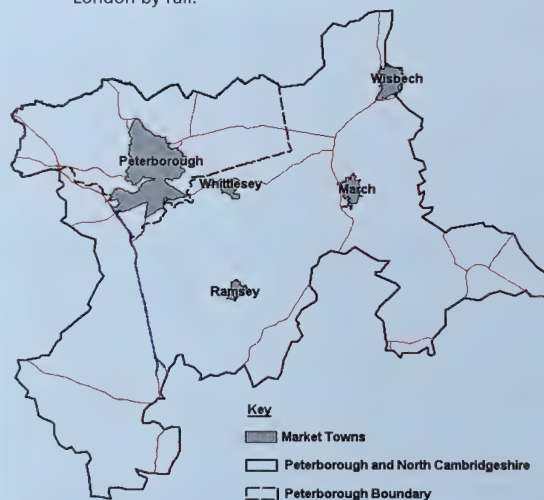


Figure 10.1: Peterborough and North Cambridgeshire

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**10.2** Peterborough has a wide spectrum of industry sectors and therefore the labour force has a correspondingly wide range of skills. Labour costs are highly competitive compared with the national average and especially when compared with London and the South East region. However, it also has ailing District Centres which are in need of investment, an ageing housing stock which does not meet current needs and declining infrastructure.

**10.3** Employment growth is likely to be dominated by service sector increases and there is significant concentration of organisations and businesses working both directly and indirectly in the environment sector. There is potential to stimulate the development of an environment cluster.

**10.4** Market towns are the focus for economic and social life throughout much of the area outside Peterborough. Wisbech and March are the largest of these towns. Although they have suffered from the decline of traditional industry and agriculture they can provide a focus in the future for sustainable development and regeneration. The other smaller towns are Whittlesey and Ramsey.

**10.5** Much of the area is rural in character and can be considered in two parts. The fen villages in the north east are affected by the decline in agriculture and the traditional economy. Some of these villages experience social disadvantage. There are more prosperous rural areas within Huntingdonshire in the west which nevertheless suffer problems of remoteness and poor access to jobs and services. The southern parts of these areas look towards towns in the Cambridge Sub-Region such as Ely and Huntingdon. A number of policies relating to rural areas can be found in the preceding Chapters of this Plan.

### **Vision for Peterborough and North Cambridgeshire**

**10.6** The overall aim for Peterborough and North Cambridgeshire is to create a vibrant area that offers the highest possible quality of life for all who live, work or visit by providing good housing in safe and pleasant surroundings, a strong economy with a diversity of job opportunities and a range of easily accessible services to meet all needs.

**10.7** RPG6 identifies key challenges and policy advice for the Peterborough City area. These key pointers for Peterborough can be incorporated here into a more comprehensive vision for Peterborough and North Cambridgeshire as a whole.

- a) The potential of Peterborough as a major focus of growth within the East of England is to be realised by further expansion of the employment base and sub-regional services including education and research facilities.
- b) Hampton will be the main location of future urban expansion in Peterborough with other sustainable urban extensions of the city identified as appropriate.
- c) Transport for Peterborough and North Cambridgeshire will be maintained and enhanced by investing in improvements to public transport, walking and cycling opportunities, tackling congestion and by achieving better transport integration between different transport modes.

d) The role of the market towns, in particular Wisbech and March, as development locations and as sustainable economic and social centres for surrounding rural areas will be supported.

e) Vacant and underused sites within Peterborough and the market towns will be used as opportunities for high quality sustainable developments – turning deprived areas into assets through regeneration. Policies relating to rural areas can be found in the preceding Chapters of this Plan.

**10.8** The basis of the strategy is to continue growth by generating economic improvements and fulfilling the potential for housing development in areas that have already been identified. The policies take the Sustainable Development Strategy forward in Chapter 1 by:

- specifying the detailed distribution of housing provision
- identifying priority areas for regeneration
- supporting development in key market towns
- concentrating employment, housing, mixed use development and transport infrastructure in Peterborough on previously developed land
- generating economic improvement across the area which is supported by key infrastructure provision

#### Policy P10/1 – Housing distribution – Peterborough and North Cambridgeshire

Provision will be made in Peterborough and North Cambridgeshire for the construction of 22,700 homes between 1999 – 2016.

The distribution of the total new housing required will be approximately as follows:-

	Peterborough	Fenland	Hunts	E Cambs
Total	12,800	6,600	2,000	1,300

Local plans will identify a proportion of affordable housing of the total housing provision required in the Peterborough and North Cambridgeshire area, in accordance with Policy P5/4.

#### Relevant Key Indicators (See Table 11.1)

No. 1  
No. 2  
No. 3

#### Housing distribution

**10.9** House building rates have averaged just above 1,400 dwellings per annum (dpa) up to 1999. RPG6 is seeking a rate of housing growth in the order of 1,200 dpa which would be more compatible with the availability of employment opportunities. This represents a 16% decrease in the rate of housing development. The requirements set out in this Policy reflect the need for this reduction in housing growth to take place over the 1996 to 2016 period with an average of 1,200 dpa being achieved by 2006. Allowance has been made for dwellings already constructed between 1996 and 1999. The concentration of growth in cities means that Peterborough itself will need to achieve a higher rate of development than in the past. In the rural areas there will be a significant reduction in housing development in villages but a continuation of growth in the market towns, particularly Wisbech and March.

**10.10** A substantial proportion of the housing provision required is already identified in existing housing commitments. Preliminary studies carried out by the Local Planning Authorities indicate that a further number of dwellings will come forward on small-scale sites and larger windfall sites. It seems unlikely that many new sites will need to be allocated for development to achieve the housing provision figures set out above. However RPG6 indicates that achieving a strategy based on sustainable development principles requires a review of existing commitments. This will be a key task for this strategy area and will need close joint working between the Local Planning Authorities. Allocations in villages and in the smaller towns of Whittlesey and Ramsey will need to be carefully considered.

### **Policy P10/2 - Economic and Social Regeneration**

Economic and social regeneration will be concentrated in urban and rural areas where economic performance is below its potential and where social disadvantage is most pronounced.

The priority areas for economic and social regeneration are:

- Inner urban areas of Peterborough
- Wisbech
- March
- Rural areas that have EU transitional area status

In these areas Local Planning Authorities, working with other partners such as EEDA, the Learning Skills Council and local communities, will strongly support regeneration through;

- ensuring an adequate supply of employment land and premises;
- improving transport accessibility for all sectors of the community (see also P8/6);
- promoting the areas for inward investment;
- protecting and enhancing their infrastructure and facilities especially in remote rural areas and particularly where infrastructure is worn out;
- training, education and other appropriate support services;
- investment in ICT;
- improving the attractiveness of the areas and reducing crime

### **Economic and social regeneration**

**10.11** The issue of regeneration is important in the Peterborough and North Cambridgeshire area. Regeneration is more than just a land-use issue and a holistic approach is required, working in association with other partners. There is a need to overcome barriers to employment and create employment opportunities among disadvantaged communities, including tackling educational under achievement, school exclusion and low skill levels. Improving the health and social well being of the target population and reducing crime levels in the area will also be required. Programmes to support community led renewal including improving housing conditions and the environment will help to attract new employment to the local area. Ensuring that disadvantaged groups including ethnic minority communities gain access to services and opportunities so that they benefit from regeneration policies is also an important element.

#### Policy P10/3 – Market Towns – Peterborough and North Cambridgeshire

Wisbech and March are identified as key Market Towns within Peterborough and North Cambridgeshire. Development will consolidate their role as the main centres of employment, services and facilities and enable them to become the foci of public transport by:

- enabling new employment opportunities by creating high quality business parks;
- improving links between Wisbech and March and with Peterborough;
- encouraging the dispersal of tourism/leisure opportunities from the Cambridge area (see also P4/1).

At Whittlesey and Ramsey proposals for new development should:-

- encourage appropriate small to medium scale employment opportunities;
- provide limited and small scale additional new housing development appropriate to their roles as a focus for the rural hinterland.

Relevant Key Indicators  
(See Table 11.1)

No. 8  
No. 9  
No. 10

#### Market Towns

10.12 The Market Towns and rural areas have experienced varying levels of growth over recent years and face a number of economic and social difficulties. They are perceived as relatively remote and often have poor transport linkages and accessibility to services. The strategy is directed towards achieving a better balance between housing and work opportunities in Market Towns principally by stimulating the local economy by promoting new employment opportunities, supporting and identifying infrastructure improvements and improving the quality of the environment. (see Policies 1/1, 2/6, 3/4, 5/5). Housing development will be located to ensure sustainability, including a review of commitments, and will be concentrated at Wisbech and March.

#### Peterborough

10.13 Peterborough provides significant employment opportunities, facilities and services not only for a large part of North Cambridgeshire but also for an area extending into adjacent counties of Lincolnshire and Northamptonshire. The hinterland includes the Market Town of Whittlesey, which is closely associated with Peterborough lying 5 miles to the east, and villages which rely heavily on commuting to Peterborough.

10.14 The RPG strategy requires Peterborough to play a major role in accommodating growth. Central to the strategy is the enhancement of urban areas, which focuses on three main elements:-

- the continuing development of Hampton
- the reorientation of the transport system and
- the redevelopment of vacant and underused land.

10.15 The strategy aims to enable Peterborough to realise its potential as a modern regional centre by capitalising on its location as a key interchange with excellent access to London, making the most of its advantage as a low cost area and maximising its scope for continued sustainable growth.

#### Policy P10/4 – Peterborough – Economic Growth

Peterborough is identified as a priority area for economic development to secure its role as a major regional employment and service centre. Emphasis will be given to development which improves economic diversity and creates employment opportunities.

Proposals to strengthen employment generating activities will focus on:-

- new employment opportunities in City centre locations;
- employment clusters, by reinforcing established employment sectors involving financial services, manufacturing, printing and information technology and encouraging the emerging cluster centred on environmental businesses;
- further development of high quality business parks;
- further development of Peterborough University.

**10.18** The case for the establishment of an Urban Regeneration Company being made by the City Council and a number of partners is an important opportunity to creating a vibrant city centre by securing high quality mixed development on key sites. Peterborough will also be able to benefit from the award of a substantial contribution from European funds as part of the Urban II initiative. The programme will run for six years and offers the opportunity in particular to regenerate the inner urban areas of the city but will also have a major impact for all residents and visitors.

Relevant Key indicators  
(See Table 11.1)

No. 10

#### Economic growth

**10.16** Peterborough needs to build on its substantive advantages of lower business costs, and better transport infrastructure to attract complementary high-tech developments. The level of business costs in the Cambridge Sub-Region has prompted some high-tech businesses to move away or to switch production outside the area.

**10.17** A particular goal for improving the economic potential of the city is the development of the University of Peterborough, together with an 'Innovation Centre' with high specification incubator units and investment in the provision of accessible broad bandwidth technology for the private sector.

#### Policy P10/5 – Peterborough – Hampton

Provision for the continued development of Hampton Township will be based on a new Master Plan which will incorporate all the following principles:-

- the completion of the 5,200 dwellings currently provided for and the identification of any further housing capacity;
- the provision of a wide range of housing types meeting the needs of all sectors of the community;
- the identification of adequate land, in terms of both quantity and quality, for employment opportunities;
- the promotion of mixed use development;
- the provision of a range of facilities and services to support the community;
- the safeguarding of areas of recreation and open space;
- the opportunity to reduce the dependency on the private car and effect a significant shift in travel modes with the focus on public transport provision; and
- the protection of the Orton Pit Special Area of Conservation.

#### Hampton

**10.19** The Hampton development is one of the largest private sector brownfield developments in Europe. The project provides the opportunity to create a balanced high quality development, which is well served by public transport and which provides a wide range of facilities and services for the community.

**10.20** Planning permission for 5,200 dwellings has been granted for Hampton in line with the 1995 Structure Plan. As an urban site on previously developed land the development of Hampton is a key strategic opportunity to deliver many of the aspects of the Sustainable Development Strategy. There is potential to increase the element of housing provision. Peterborough City Council will work in partnership with the developers and local community to ensure that all the necessary requirements will be addressed within a new Master Plan.

#### Policy P10/6 – Retail Provision – Peterborough

Provision will be made for high quality retail development within the central area of Peterborough which:

- will be of a scale consistent with its continuing role as a regional centre.
- will be accessible to the Peterborough and North Cambridgeshire area by public transport, including park and ride, and within the City by cycling and walking.

#### Retail provision

**10.21** The Retail Study for Cambridgeshire and Peterborough, carried out by C B Hillier Parker, identifies that there would be a need for additional comparison floorspace in Peterborough over the Plan period. The Peterborough Local Plan should identify appropriate sites for development in accordance with the sequential approach in PPG6 and set out in the retail policies in Chapter 3.

Relevant Key Indicators  
(See Table 11.1)

No. 17

### Policy P10/7 – Peterborough and North Cambridgeshire Transport Strategy

Within Peterborough and North Cambridgeshire improvements to transport infrastructure will be required to support the development strategy.

#### Peterborough

The transport strategy will encourage the development of a high quality transport system with increased emphasis on non-car modes of transport. It will:-

- provide more travel choice and improve quality, particularly relating to public transport by the implementation in particular of Primary Public Transport Corridors and park and ride schemes;
- support infrastructure improvements to achieve safer travel, environmental benefits, less transport related crime, and improved community health, by maximising partnership working;
- enable an increase in the proportion of trips made by walking, cycling, bus and rail travel by providing improved facilities for these modes;
- support key infrastructure schemes which will enhance Peterborough's interchange capabilities including a new central railway station with excellent linkages to the bus station;
- provide for the improvement of public transport links between Peterborough and settlements in the hinterland, in particular Whittlesey and Ramsey and along transport corridors to Cambridge and into Lincolnshire

and Northamptonshire to minimise travel to work by car;

- provide for the implementation of the A605 Peterborough to Whittlesey Schemes, including Stanground Bypass and Kings Dyke Bridge, Whittlesey.

#### Market Towns and Rural Areas

Within the market towns and rural areas improvements will be required to transport infrastructure including walking, cycling and public transport facilities as well as localised highway schemes.

The new employment in Market Towns and housing development in March and Wisbech will be supported by:

- A network of high frequency bus services from Market Towns and rural settlements into Peterborough and Cambridge and local services for intermediate areas.
- Improved cycle and pedestrian links between Market Towns and their rural hinterlands and cycle links between villages.
- Integration of Market Town transport strategies with town centre strategies being developed under Policy P3/1.
- community transport and improved accessibility to jobs and services

Any additional transport schemes will be designed to support the overall development strategy and encourage use of more sustainable travel modes.

### Transport strategy

**10.22** The schemes identified in Policy P10/7 are specifically required to support the development strategy for Peterborough and North Cambridgeshire. The transport strategy for the Structure Plan Area as a whole is included in Chapter 8 'Movement and Access'.

**10.23** The elements of the strategy which are dependent on particular transport improvement should not proceed unless the specified transport improvement or an equally satisfactory alternative has been secured.

**10.24** Peterborough is well placed on strategic rail corridors (East Coast Main Line and links to Cambridge, Norwich, Ipswich/Felixstowe). Rail also plays a significant role in local transport linking Peterborough and the market towns. Schemes to enhance rail lines and services for both passengers and freight will be supported. Lists of strategic and local rail improvement schemes are included in Policy P8/10.

**10.25** The Market Towns and rural areas have different transport needs and require more general improvements. Policy P8/6 seeks to improve bus and community transport services between market towns and urban areas of Cambridge and Peterborough and also between market towns and the rural areas.

**10.26** Improving transport choice and enabling a shift to public transport should be co-ordinated within the wider travel to work area. This should address the substantial out commuting which occurs from Whittlesey and Ramsey in particular, and from areas of adjoining authorities in the East Midlands.

Relevant Key Indicators  
(See Table 11.1)

No. 8

No. 9

- Measuring progress and meeting objectives
- Monitoring and reporting of effectiveness
- Achieving Structure Plan targets

## Keeping track of progress

11

**In this chapter of the plan you will find policies on:**

- planned approach for reviewing the effectiveness of the Structure Plan
- targets that will provide a focus to assist judgements on the effectiveness of the Structure Plan
- indicators against which to measure progress towards meeting objectives
- schedule for monitoring and reporting on effectiveness of Structure Plan policies in achieving Plan targets

### Introduction

- 11.1 Monitoring of the Plan is essential to determine its effectiveness in providing for a more sustainable future. Under PPG 12 for Development Plans, Local Planning Authorities are to keep under review the matters that may be expected to affect development or planning policy. The authorities should identify where alteration and/or replacement policies are required to address changed or unforeseen conditions. Greater stress on regular review and adaption to change is urged by the Government and is called 'Plan, Monitor and Manage' (See Policy P1/4).
- 11.2 Monitoring relates to key priorities and objectives, and focuses on major spatial development issues in the Plan Area. The overall direction of the Plan is summarised in Chapter 1 in the Strategic Aim and the Sustainable Development Strategy. The detailed policies of the Plan seek to fulfil this overall strategy.

### Indicators and Targets

- 11.3 Progress in meeting the objectives embodied in the Sustainable Development Strategy will be measured by an appropriate set of indicators. Indicators will be used to identify significant changes to conditions in the Structure Plan Area where relevant to the effectiveness of the Structure Plan policies. A limited number of indicators have been chosen to determine whether progress is being made towards the key Structure Plan objectives. Indicators are intended to be specific, measurable and readily obtainable within the resources available for monitoring of the Structure Plan.

- 11.4 Use is made of existing indicators where appropriate. For example, Cambridgeshire County Council is to monitor and report on a set of around 30 Quality of Life Indicators, covering a range of social economic and environmental factors. They will be used to inform the work of Local Strategic Partnerships (which include Councils alongside other partners) in developing wide-ranging community strategies for the social environmental and economic well-being of each district. Although the indicators are not specifically related to land use planning, several will be strongly influenced by scale and type of development. These include indicators of air quality, surface water quality and energy and water use.
- 11.5 Targets have been developed for policies, identifying future conditions which they are intended to achieve. Where appropriate policies have been expressed in a form that will facilitate monitoring and review.
- 11.6 Indicators for use in measuring progress on the Sustainable Development Strategy Objectives are shown in Table 11.1.

### **Monitoring and Reporting**

- 11.7 The Annual Monitoring Report is an important mechanism for reviewing the progress in achieving the objectives of the Structure Plan. The status of indicators chosen as measures of progress in meeting objectives will be reported. Additionally, the Annual Monitoring Report will include a wider range of information that can be used in considering progress in meeting objectives. Where the County Council, Peterborough City Council and other partners also regularly monitor trends in a number of other fields including transport, biodiversity and economic development, and they are relevant to the Structure Plan, they will be included in the Annual Monitoring Report. The results of the 2001 Census will be similarly reported.
- 11.8 Monitoring performance against targets and indicators will help determine whether conditions in the Plan area have changed and require alteration and/or replacement of policies or additional policies. The Annual Monitoring Report will link into the regional monitoring process which is under development for the new East of England region.
- 11.9 Successful implementation of policies and proposals will require working in partnership with other agencies and statutory bodies. Structure Plan monitoring will be developed jointly with Cambridgeshire, Peterborough and District authorities and all other public and private bodies involved in the implementation of the policies and proposals.

**TABLE 11.1**  
**Strategic Objectives and**  
**Relevant Indicators**

(Targets to be added after Deposit Consultation; Source of data is County Council and Peterborough City Council unless indicated otherwise)

Key Indicators	Strategic Objectives supported by Indicator
1. Rate of housing completions compared to the Structure Plan. Targets provided in Policy P5/1 for (i) Districts, in Policy P9/2 for (ii) Cambridge Sub Region and in Policy P10/1 for P'boro & North Cambs.	1. Scale and location of development
2. The number of affordable dwellings as a proportion of total dwellings built per annum. <i>Policies P5/4, P5/5, P9/2, P10/1</i>	2. Economic and social development
3. Density of new housing completions, for estate development of at least 9 units, in <ul style="list-style-type: none"> <li>• Cambridge City</li> <li>• Urban extensions in the Green Belt</li> <li>• New settlement</li> <li>• Market Towns and large villages.</li> <li>• Peterborough</li> </ul> <i>Policies P5/3, P9/2, P10/1</i>	1. Scale and location of development 4. Performance of development
4. Brownfield development - Percentage of new homes built on previously developed land. <i>Policy P5/2</i>	1. Scale and location of development 4. Performance of development
5. Brownfield development – Percentage of new business (A1, B1-B8) development taking place on previously developed land. <i>Policies P2/2, P2/6</i>	1. Scale and location of development
6. Percentage of new housing and commercial (A1, B1-B8) development taking place in the Greenbelt per annum. <i>Policy P9/3</i>	1. Scale and location of development 4. Performance of development
7. An indicator, applied to major developments, to monitor how infrastructure provision has been secured before development commences. <i>Policies P6/1, P6/2, P8/2, P9/4, P9/9</i>	3. Provision of Infrastructure and Community Facilities

Key Indicators	Strategic Objectives supported by Indicator
<p>8. Public transport accessibility of major employment sites. To be addressed at a later date as more consideration needed of data provision. <i>Policies P2/3, P8/1, P9/10, P10/3, P10/7</i></p>	<p>1. Scale and location of development 2. Economic and social development 3. Provision of Infrastructure and Community Facilities 4. Performance of development</p>
<p>9. Access to rural bus services (probably focussed on appropriate locations to be agreed e.g. areas of regeneration such as Wisbech). To be addressed at a later date as more consideration needed of data provision. <i>Policies P8/6, 8/10, P10/3, P10/7</i></p>	<p>1. Scale and location of development 2. Economic and social development 3. Provision of Infrastructure and Community Facilities 4. Performance of development</p>
<p>10. Comparison of amount of B1 - B8 business development in Cambridge, Peterborough and the market towns against total amount for Structure Plan area (% of total floorspace/area). <i>Policies P2/2, P9/5, P9/6, P10/3, P10/4</i></p>	<p>1. Scale and location of development 2. Economic and social development</p>
<p>11. Amount of new B1-B8 business development on strategic development sites (floorspace/ area). <i>Policy P2/3</i></p>	<p>1. Scale and location of development 2. Economic and social development</p>
<p>12. Unemployment rates in Cambridgeshire and Peterborough as at Oct. of each year of Structure Plan period.</p>	<p>2. Economic and social development</p>
<p>13. Proportion of people of working age claiming unemployment benefit who have been doing so for more than a year.</p>	<p>2. Economic and social development</p>
<p>14. Proportion of people of working age in employment.</p>	<p>2. Economic and social development</p>
<p>15. Comparison of house prices within the Structure Plan area to assess opportunities for first-time buyers.</p>	<p>2. Economic and social development</p>
<p>16. Percentage of households receiving less than half the average household income. (<i>Audit Commission</i>)</p>	<p>2. Economic and social development</p>

Key Indicators	Strategic Objectives supported by Indicator
17. New retail (A1) developments over 1000sqm which are located either within, on the edge of or outside of main centres; total number and floorspace (sqm). <i>Policies P3/2, P9/10, P10/6</i>	1. Scale and location of development
18. Percentage contribution to Biodiversity Action Plans (BAP) priority habitat targets agreed through the planning process. <i>Policy P7/2</i>	1. Scale and location of development 4. Performance of development
19. Increase per annum in the capacity for electricity generation from renewable energy sources in the Structure Plan Area. <i>Policy P7/6</i>	4. Performance of development
20. The number of housing completions built on land liable to flood with a 100 year return period. <i>Data provided by Environment Agency</i>	1. Scale and location of development 4. Performance of development
21. Motor vehicle traffic growth across a) the County and b) Peterborough, per annum.	3. Provision of Infrastructure and Community Facilities 4. Performance of development
22. Traffic growth and modal split in Cambridge, central Peterborough and market towns measured annually across imaginary screenlines and compared to previous years.	3. Provision of Infrastructure and Community Facilities 4. Performance of development

Supporting Indicators	Strategic Objectives supported by Indicator
23. Number and proportion of housing completions within <ul style="list-style-type: none"> <li>a) Cambridge City</li> <li>b) Urban extensions in the Green Belt</li> <li>c) New settlement</li> <li>d) Market Towns and large villages.</li> <li>e) Peterborough</li> </ul> <i>Policies P9/2, P10/1</i>	1. Scale and location of development
24. Growth of business clusters (by identifying existing clusters as baseline from which to measure future change). <i>Policies P2/4, P9/7, P10/4</i>	1. Scale and location of development 2. Economic and social development
25. Business activity measured in terms of number of <ul style="list-style-type: none"> <li>• new VAT business registrations and deregistrations by District</li> <li>• number of job vacancies advertised in the Local Press</li> </ul>	2. Economic and social development
26. Economic Activity Rates ( <i>GDP per capita</i> ).	2. Economic and social development
27. Proportion of new housing completions which are within 400 metres of a bus route served by 2 buses per hour.	1. Scale and location of development 3. Provision of Infrastructure and Community Facilities 4. Performance of development
28. Percentage of population in Structure Plan Area living in wards with an Index of Multiple Deprivation score of 20 or more. <i>Data provided by DTLR</i>	1. Scale and location of development 2. Economic and social development 3. Provision of Infrastructure and Community Facilities
29. Access to essential services: percentage of population in Structure Plan Area living in wards with a Geographical access domain score of 1 or more (A component score of the Index of Multiple Deprivation; see above) <i>Data provided by DTLR</i>	1. Scale and location of development 2. Economic and social development 3. Provision of Infrastructure and Community Facilities

Supporting Indicators	Strategic Objectives supported by Indicator
30. Supplementary Child Poverty Index; % of children living in families claiming means tested benefits. (A component score of the Index of Multiple Deprivation; see above) Number of wards in the Structure Plan Area ranked in the worst quartile, nationally. <i>Data provided by DTLR</i>	2. Economic and social development
31. Health Deprivation and Disability: number of wards in the Structure Plan Area ranked in the worst quartile, nationally. <i>Data provided by DTLR</i>	2. Economic and social development 3. Provision of Infrastructure and Community Facilities
32. Comparison of employment and dwelling stock in cities, market towns and rural centres. To be addressed at a later date as more consideration needed of data provision. <i>Policies P2/2 and P2/6</i>	1. Scale and location of development 2. Economic and social development
33. Number of one and two bedroom homes completed per annum compared to total number of completions. <i>Policy P5/4</i>	2. Economic and social development
34. Extent of commitment to, or use of, 'Secured by Design' scheme within the Structure Plan area. (Evidence of planning authorities/ police/ developer liaison, promotion or implementation of designing-out-crime criteria) <i>To be addressed at a later date as more consideration needed of data provision.</i>	4. Performance of development
35. Number of passengers using Rural Bus Grant Funded Services, annual return. <i>Policy P8/6</i>	2. Economic and social development 3. Provision of Infrastructure and Community Facilities
36. Bus patronage on Cambridge Radial routes ( <i>PSA target = 20% increase from 1999 base patronage levels by 2003/04</i> ). <i>Policy P8/6</i>	3. Provision of Infrastructure and Community Facilities 4. Performance of development
37. Number of Park and Ride Users per annum.	3. Provision of Infrastructure and Community Facilities 4. Performance of development

Supporting Indicators	Strategic Objectives supported by Indicator
38. Resource protection: water consumption indicator such as Average household water use per day <i>Audit Commission data</i>	4. Performance of development
39. Resource protection: energy efficiency indicator such as Energy use per household <i>Audit Commission data or proportion/percentage of total annual housing completions with a SAP energy efficiency rating of 80 or more (max = 100).</i>	4. Performance of development
40. Proportion of the annual total tonnage of household waste arisings which have been a) recycled b) composted c) landfilled. <i>Policies P7/10, P7/11</i>	3. Provision of Infrastructure and Community Facilities 4. Performance of development
41. Air quality: number of days per year when certain air pollutant levels are moderate or higher. ( <i>Actual pollutants to be identified at a later stage</i> )	4. Performance of development
42. River quality: percentage of rivers rated as good or fair quality. <i>Audit Commission; QoL 23.</i>	4. Performance of development
43. Listed Buildings at Risk-or other similar measure, gathered annually, to be advised by Archaeology Service.	4. Performance of development
44. Archaeological Planning Appraisals etc (Annual statistics)- Archaeology Service advising on indicator	4. Performance of development
45. Road safety: total casualties per 100,000 population for a) Cambridgeshire and b) Peterborough ( <i>as provided for Regional Annual Monitoring Report</i> )	3. Provision of Infrastructure and Community Facilities 4. Performance of development

# Glossary

<b>Adoption:</b>	The final legal stage in the process, where this Structure Plan is adopted and replaces the existing Structure Plan	<b>Convenience goods:</b>	Goods which are purchased regularly, such as food/newspapers for which convenience is a prime consideration
<b>Affordable housing (low-cost housing):</b>	Housing subsidised in some way for people who cannot afford to buy or rent on the open market	<b>Clusters:</b>	Concentrations of companies in related activities which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries
<b>Aggregate:</b>	Bulk materials, such as sand and gravel which are used in the construction industry	<b>CROW:</b>	Countryside and Rights of Way Act 2000
<b>Aquifers:</b>	Deposit of rock, such as sandstone containing water that can be used to supply wells	<b>Definitive map:</b>	Plan with legal status which shows all the Public Rights of Way
<b>Best and most versatile agricultural land:</b>	Grade 1, 2 and 3A agricultural land according to the land classification system	<b>DTLR:</b>	Department of Transport, Local Government and the Regions
<b>Biodiversity:</b>	The existence of whole variety of plant and animal species and ecosystems in their natural habitats	<b>Environment Agency:</b>	A national organisation with responsibility for all environmental matters
<b>Biotechnology:</b>	The use of biological processes in industrial production	<b>Environmental Assessments:</b>	A process used as a tool in the determination of certain planning applications, where environmental effects of a project are considered
<b>Brownfield:</b>	Another term for previously developed land and buildings	<b>Economic regeneration:</b>	The process of putting new life into run down and declining areas, particularly through comprehensive economic development measures
<b>CHUMMS:</b>	Cambridge to Huntingdon Multi Modal Study	<b>EEDA:</b>	East of England Development Agency
<b>Circulars:</b>	Documents which set out policy with legal implications issued by the Government	<b>EELGC:</b>	East of England Local Government Conference
<b>Comparison goods:</b>	Goods that are purchased occasionally, such as electrical/clothing which consumers will compare before making a choice	<b>EERA:</b>	East of England Regional Assembly
<b>Commitments:</b>	Development for which planning permission has been granted	<b>Fauna:</b>	All the animal life of a given place or time
		<b>Flora:</b>	All the plant life of a given place or time

<b>Flood plains:</b>	All land adjacent to a watercourse over which water flows in time of flood or would flow but for the presence of flood defences
<b>GOEE:</b>	Government Office for East of England
<b>Green Belt:</b>	A protected area of open land surrounding a town or city, in this area Cambridge Green Belt
<b>Green Travel Plans</b>	See Travel plans
<b>Groundwater protection zones:</b>	Areas around Ground Water supply boreholes where development may need to be carefully controlled in order to prevent contamination of the supply
<b>Hinterlands:</b>	Area surrounding a City or Town, which is functionally related to it
<b>Incubator units:</b>	Specialist small scale office development which fosters and supports the development of new, usually specialist high tech businesses
<b>Infrastructure:</b>	The stock of facilities, services and equipment in an area needed for it to function properly (e.g. transport, education, health)
<b>ICT:</b>	Information and communication technology
<b>Internal Drainage Board:</b>	Organisation that is responsible for the water courses of an area
<b>Inward investment:</b>	Movement of money and economic development into the County or specific area from a different part of the United Kingdom
<b>In-migration:</b>	Movement of people into the county or specific area from a different part of the United Kingdom

<b>Key diagram:</b>	A diagram which is part of the Structure Plan, illustrating its main policies and proposals, not on an Ordnance Survey base map
<b>Key workers:</b>	Persons essential to the local economy, including teachers, nurses and the police, or vital personnel in leading edge firms
<b>Local plans:</b>	Detailed district wide land-use plan, prepared and adopted by Local Planning Authorities, consisting of policies and proposals for 10 year period
<b>Local Planning Authorities:</b>	All the authorities who prepare development plans within the Structure Plan Area comprising the County Council and District/ City Councils
<b>Local Strategic Partnerships:</b>	Partnerships involving a wide range of interested parties which will prepare the Community Strategy for each district/City
<b>Local Transport Plan:</b>	Five year plans drawn up to meet local transport needs, includes proposals and investment plans
<b>Modal split:</b>	The division of use between all the modes of transport within a given area
<b>Multi modal studies:</b>	Government sponsored studies which investigate problems relating to all modes of transport within a given area, usually a corridor
<b>Multi-skilling:</b>	The achievement of more than one skill by an individual directly related to the needs of local industry

<b>Natural surveillance:</b>	The use and design of land to enable overlooking and observation by people and different uses throughout the day and night
<b>National Nature Reserves:</b>	A site of national nature conservation importance managed by English Nature and established by the Wildlife and Countryside Act 1981
<b>Park and Ride:</b>	Facilities which seek to reduce congestion and car borne commuting by providing car parks on the edge of towns and public transport into the town centre
<b>PENS:</b>	Previously Established New Settlements
<b>Phasing:</b>	Process by which development proposals are timed for release as a result of appropriate trigger mechanisms to ensure a continuous and adequate supply of land
<b>Planning agreements:</b>	Legal Agreements or Undertakings under S106 of the Town and Country Planning Act 1990. Makes provision for restrictions, requirements and payments for necessary facilities related to and required by the development (often known as Section 106 agreements)
<b>PPG:</b>	Planning Policy Guidance Notes setting out Government's policy on general planning issues such as housing, employment, shopping and tourism

<b>Precautionary principle:</b>	Where there may be significant risks to health or the environment from development, but scientific knowledge is not conclusive, the development should not proceed
<b>Previously developed land:</b>	Land and buildings which are vacant, derelict and underused and which are or were occupied by a permanent structure and infrastructure (excluding agriculture and forestry). A precise definition is in PPG3
<b>Private Finance Initiative (PFI):</b>	Process by which the private sector provide finance and take on the risk associated with large scale capital intensive projects and which the public sector lease back over long time scale, typically 25-30 years
<b>PROW:</b>	Public Rights of Way
<b>Quality of life:</b>	The degree of well-being in terms of enjoyment and satisfaction experienced in everyday life, as opposed to financial or material well-being
<b>RAMSAR site:</b>	Internationally important wetland. Sites particularly noted as waterfowl and wading bird habitats
<b>RPG6:</b>	Regional Planning Guidance for East Anglia to 2016 (November 2000)

<b>Regionally Important Geological sites:</b>	A non-statutory designation protecting sites for research, science, education, leisure and amenity	<b>Stakeholder partnership:</b>	A range of bodies and organisations with a direct interest or involvement in a particular project, for example infrastructure investment
<b>Rural (farm) diversification:</b>	The introduction of non-agricultural activities such as recreation and tourism	<b>Structure Plan:</b>	Sets out the strategy, policies and proposals for land use and transport for 15 years for the Structure Plan Area. Consists of written statement (policies), key diagram and explanatory memorandum
<b>Scheduled Ancient Monument (SAM):</b>	A nationally important archaeological site included in the Schedule maintained by DTLR under the Ancient Monuments and Archaeological Areas Act 1979	<b>Supplementary Planning Guidance:</b>	Additional Guidance prepared by Local Planning Authorities to set out detailed requirements and policy on particular issues
<b>Sequential approach:</b>	Process against which locations for development should be assessed. Set out in detail in PPG3 and PPG6	<b>Sustainability/ Sustainable development:</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their needs
<b>SERAS:</b>	South East Regional Airport Study	<b>Sustainability Appraisal:</b>	A comprehensive check on the potential economic, environmental and social implications of all the policies and proposals in the Structure Plan
<b>Social deprivation:</b>	Lack of adequate food, shelter and other basic necessities and facilities	<b>Sustainable drainage systems (SUDS):</b>	Sustainable drainage systems that use natural processes and techniques to control surface water run-off and mimic natural systems
<b>Social exclusion:</b>	The exclusion of a person/people from economic or social participation because of their income, race, religion, sexuality etc	<b>SUSTRANS:</b>	Sustainable Urban Transport organisation which places particular emphasis on cycling and the development of cycle tracks
<b>Sphere of influence:</b>	An area over which a city or town plays a significant role for some inhabitants		
<b>Special Areas of Conservation:</b>	Areas that represent the range, variation, quality and biodiversity of the rarest habitats and species in Europe		
<b>Special Protection Areas:</b>	Areas that protect the habitats of threatened and migratory species of birds		
<b>SSSI:</b>	Sites of Special Scientific Interest		

<b>Townscape:</b>	The character, form and development pattern of a particular part of a settlement
<b>Travel plans:</b>	A document which sets out targets for the reduction of road traffic associated with a particular development and includes a range of measures to achieve these targets (also known as Green Travel Plans with an emphasis on alternatives to travel by car)
<b>Urban capacity:</b>	Land in urban areas which would be suitable for housing development
<b>Urban fringe:</b>	Area of land immediately adjacent to the outer edge of large built up areas before the open countryside is reached
<b>Urban renaissance:</b>	The revival of an urban area which is suffering from lack of attention and finance
<b>Urban II initiative:</b>	European Regional Development Funding for a project to assist regeneration (applies to Peterborough)
<b>Vitality:</b>	The social and physical state of areas and their ability to continue to thrive and develop
<b>Viability:</b>	The economic state of areas and their ability to continue to thrive and develop
<b>Windfall:</b>	Sites which receive planning permission without having been identified in a Local Plan or housing supply survey

& Peterborough Joint Structure Plan Review  
*Planning for success*



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